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HONG KONG,

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## KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.15	1.15	2.55	3.00	4.30	5.45
Yau Ma Tei ...Dep.	6.45	8.10	8.35	9.15	10.05	12.20	1.20	3.00	3.05	4.35	5.50
Shatin ...Dep.	7.01	8.26	8.51	9.31	10.21	12.36	1.36	3.15	3.20	4.50	6.05
Tai Po Market ...Dep.	7.15	8.40	9.05	9.45	10.35	12.50	1.50	3.30	3.35	5.05	6.20
Tai Po ...Dep.	7.30	8.55	9.20	10.00	10.50	13.05	2.05	3.45	3.50	5.20	6.35
Fanning ...Dep.	7.45	9.20	9.45	10.25	11.15	13.30	2.30	4.10	4.15	5.45	7.00
Shenzhen ...Dep.	7.55	9.30	9.55	10.35	11.25	13.40	2.40	4.20	4.25	5.55	7.10
Shenzhen ...Arr.	7.41	8.45	9.10	10.10	11.10	13.25	2.25	4.05	4.10	5.40	6.55
Canton ...Arr.	12.40	5.38	—	—	—	—	—	7.26	—	—	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	3.30
Shenzhen ...Dep.	7.15	8.05	8.35	11.45	12.05	2.35	4.35	5.45	6.45	7.04	—
Shenzhen ...Dep.	7.35	8.15	8.45	—	12.05	3.05	4.45	5.55	6.55	—	—
Fanning ...Dep.	7.50	8.35	9.05	—	12.20	3.20	5.00	6.10	—	—	—
Tai Po Market ...Dep.	8.10	8.50	9.20	—	12.35	3.35	5.15	6.25	—	—	—
Tai Po ...Dep.	8.25	9.05	9.35	—	12.50	3.50	5.30	6.40	—	—	—
Shatin ...Dep.	8.40	9.20	9.50	—	1.05	4.05	5.45	6.55	—	—	—
Yau Ma Tei ...Dep.	8.55	9.35	10.05	—	1.20	4.20	6.00	7.10	—	—	—
Kowloon ...Arr.	8.17	9.02	9.32	12.29	12.54	3.57	5.35	6.45	7.28	7.44	—

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### GLORIOUS ASCOT.

#### A WONDERFUL GARDEN PARTY.

#### THE LATEST FASHIONS.

#### ELECTION OF THE NEW SPEAKER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 23rd.

Whatever else changes nothing appears to dim the glories of Ascot as the most wonderful garden party in the world. The horses-matter, of course, for the racing is always of the best, but they matter to fewer people than at any other race meeting in the year. Luncheon, tea, and strawberries and cream seem to satisfy a vast number of people without the duty of watching more than one race; but everybody sees the Royal procession up the marvellous turf fairway of vivid green, between great crowds of cheering spectators standing behind the enamelled white railings, to the Royal box, while at the exact moment the beautiful Royal Standard is broken over the pavilion.

Before the sixth race the Royal procession leaves in the same state. In the meantime all the afternoon most of the crowds of fashionable folk find endless pleasure in looking at the royalties and grandees in the august enclosure, an invitation to which is prized beyond rubies. In addition to the King and Queen there were present the Prince of Wales, Princess Mary, the Duke and Duchess of York, the Duke of Gloucester and Prince George. The weather was fine, and the display of women's dresses, as is usual at Ascot, was too wonderful for a mere man to attempt to describe. But it was notable that big hats and fanciful frocks have returned. Biege and red were the fashionable colours.

#### Best Dressed Men.

Ascot is said with excellent reason to provide the man who wants to know with true knowledge how to be well dressed. It is there that you see the very latest thing in masculine attire. The King perturbed some of the Beau Brummels by wearing a longer grey overcoat than previously, and a grey top hat with a band of almost the same colour. Everyone else had black bands on their hats. His Majesty wore a pink carnation, but corn-flowers and red carnations were generally worn. It is evident that the buttonhole has come back again.

The long dark morning coat has come into its own again, and it is sometimes of surprising length. It was also noticeable that the club tie—in fact any striped tie—is out of fashion. The popular tie was silver grey, check or black. Generally there was a note of restraint in dress, which allowed English taste to be seen at its best.

#### The New Speaker.

In accordance with the ancient traditions of the House of Commons, Captain E. A. Fitzroy, Conservative M.P., for Daventry, was elected Speaker this week in succession to Mr. J. H. Whitley who has retired. When the members assembled in full force, with the chair vacant, the mace was carried in and placed under the table. In dead silence the Clerk of the House rose and pointed a finger at the Prime Minister. Mr. Baldwin got up from his seat and said the House had leave of the King to elect a Speaker. Then the Clerk pointed a finger at Sir Robert Saunders, who by private arrangement before.

## "JUST IMPEDIMENT" TO A ROMANCE.

### ELDERLY HUSBAND'S YOUNG WIFE.

#### LOVER TO "FORGET."

A tall, well-built man, of thirty-two, told Mr. Har Halkett, the Marylebone magistrate, that he had a "knotty problem" to put before him.

The man stated that he had been courting a young woman for two years. She realised after they had been "walking out" for three months that his intentions were serious, and informed him that she was married at the age of seventeen or eighteen to a man more than thirty years her senior, who was still alive.

She had not lived with her husband for seven years, and the only child of the marriage, a girl of twelve, was staying with her parents.

The man added that he and the woman had grown greatly attached to each other, and he wanted to marry her. Could she, he asked, obtain a divorce from her husband on the ground of incompatibility of temperament?

The magistrate replied that he was afraid it was hopeless if the woman knew that her husband was alive. The only thing the man could do, as a sensible man, was to forget all about her and try to find something to take his mind off the matter.

#### - TURKISH BIRTH LAW.

#### ENGLISHWOMEN'S ANXIETY.

Some anxiety has been caused in foreign circles by the communication to the Constantinople municipality of a new law on Turkish nationality whereby children born in Turkey of foreign parents will after January 1st next be considered Turkish subjects.

On attaining majority they may assume the nationality of their parents, but if they do so they will have to leave Turkey.

Expectant English mothers domiciled here are arranging their confinements outside Turkey.

hand had been selected to propose Captain Fitzroy for the office.

There was no opposition. The motion was seconded by Mr. Bowerman, one of the Labour members, and after a number of agreeable speeches in support of the nomination and in praise of the candidate the election was duly carried out in an atmosphere of friendliness and goodwill. Captain Fitzroy rose in his place and submitted himself to the will of the House. "I will do my best," he said simply. "I hope to hand on the office to my successor as it has been handed to me unswayed and unimpaired, and I pray God to give me strength to fulfil that determination." Nothing could have been more effective. There were loud and warm cheers as he sat down.

#### The Son Of A Peer.

Sir Robert Saunders and Mr. Bowerman, as proposer and second, advanced to where Captain Fitzroy was sitting and led him by either hand to the steps of the chair. He turned and briefly expressed his thanks to the House for his election. Then he ascended to the chair, the Sergeant-at-Arms restored the mace to the table, and the House of Commons was once more formally in session. Members cheered, and a number of congratulatory speeches followed.

Captain Fitzroy knows the rules and the procedure of the House very well indeed. He was Deputy Chairman of Ways and Means from 1922 to 1923, and was re-elected when the present Government took office in December, 1924. He is 58 years of age, and is the second son of the third Lord Southampton. During the war he served with the 1st Life Guards. He was first elected to Parliament for South Northamptonshire (now Daventry) in 1900, and, with an interval between 1900 and 1910, has represented that constituency ever since.

## DIARY OF EVENTS.

### To-day.

(July 18th.)

Exhibition of Designs for Tattoo Emblem City Hall, 10 a.m. to 6 p.m.

"Open Day" Quarry Bay School, 10.30 a.m.

Queen's Theatre: "Two Girls Wanted."

World Theatre: "Circe The Enchantress."

Star Theatre: "Down the Street."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Outward: Europe via Vancouver (Empress of Asia), 10 a.m.

### Thursday.

(July 19th.)

Extraordinary General Meeting, Hong Kong Football Club in Jardine, Matheson's Board room, 8.30 p.m.

Queen's Theatre: "Hotel Imperial."

World Theatre: "Three Faces East."

Star Theatre: "The Music Master."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Inward: Europe via Suez (Rajputana). Outward: Europe via Siberia (Chenan), 4.30 p.m.

### Friday.

(July 20th.)

Christian Fellowship Meeting "Open Day" Victoria British School, 10.30 a.m.

Heleas May Institute, 10.30 a.m.

Promenade Concert H.K.V.D.C. Murray Parade Ground, 8.15 p.m.

Ten Dance: H.K. Hotel, 4.30 p.m.

Queen's Theatre: "Hotel Imperial."

World Theatre: "Three Faces East."

Star Theatre: "The Music Master."

### Saturday.

(July 21st.)

Golf: Bogey Pool, Fanning.

Tennis: — Third Division: H.A.O.C. v. Y.M.C.A.; Civil Service v. South China; Chinese "A" v. Chinese "B"; R.A.M.C. v. Indian R.C.; Recreation "B" v. Nippon Club; Recreation "A" v. Kennedy Road; Hong Kong C.C. v. Kowloon Indians.

Lawn Bowls: — Division I: Civil Service v. Craigengower; Kowloon Bowling Green v. Kowloon Ducks; Kowloon C.C. v. Tai Kok; Division II: Craigengower v. Recreation "A"; Yacht Club v. Civil Service; Tai Kok v. Kowloon Bowling Green; Recreation "B" v. East Point.

Baseball: — Senior Division: H.K. Baseball Club v. Filipino's Junior Division: South China v. St. Joseph's.

Queen's Theatre: "Hotel Imperial."

World Theatre: "Three Faces East."

Star Theatre: "The Music Master."

Ten Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails: — Outward: Europe via Marseilles (Naval India), 10.30 a.m.

### Sunday.

(July 22nd.)

7th Sunday after Trinity.

Golf: Bogey Pool, Fanning.

Baseball: — Senior Division: S.C. Dragons v. U.S. Navy. Junior Division: South China Scouts v. Y.M.B.A.

Queen's Theatre: "Frisco Sally Levy."

World Theatre: "The Show Off."

Star Theatre: "Hell's Highway."

Ten Dance: H.K. Hotel, 4.30 p.m.

### Monday.

(July 23rd.)

Queen's Theatre: "Frisco Sally Levy."

World Theatre: "The Show Off."

Star Theatre: "Hell's Highway."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Outward: Europe via Victoria B.C. and via Siberia (President Grant), 5 p.m.

### Tuesday.

(July 24th.)

Sanitary Board Meeting, 4.15.

Queen's Theatre: "Frisco Sally Levy."

World Theatre: "Forty Winks."

Star Theatre: "The Coming of Amos."

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: — Outward: Europe via Marseilles (Pereuse), 2 p.m.

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## THE PRINCIPLE OF "UNIFIED GOVERNMENT."

WHY KWANGTUNG'S FINANCIAL PROPOSALS WERE REJECTED.

### NANKING CONFERENCE'S FINAL RECOMMENDATIONS.

A copy to hand of the *North-China Daily News* describes the proceedings of the National Finance Conference on the day that Kwangtung's proposals for at least one year's financial independence for that Province came up for discussion.

"Sympathy" was promised but the Conference was unanimous in standing out for the principle of "Unified Government."

NANKING, July 11th. The dramatic feature of the National Finance Conference's last meeting yesterday was the rejection of the Kwangtung proposals, as she had incurred large debts since the formation of the Republic she should be allowed, for the space of at least one year, to work out her own tax schemes independent of the Finance Ministry, with special reference to cigarettes, salt, gambling and opium.

The delegates were almost to a man firmly against the proposal, acceptance of which would mean the negation of a unified government. The Chairman, Mr. Soong, said that while for two years Kwangtung had borne the brunt of expenses for the northern campaign, and due consideration would accordingly be given her, the general principle of unification of finance must be applied to all alike. The Ministry realizing the complexity and diversity of the provinces would, of course, sympathetically view any special problems brought up by the provinces, subject however to the demands of national interests. The Chairman's proposal was accepted with general approval.

#### National and Provincial Revenue.

The general programme of financial unification was adopted in its entirety; it consists of two parts: (1) Financial policies which aim at the improvement of the financial administration of the country, the fair distribution of revenue, the definite apportionment of responsibility, and the elimination of waste, and (2) Economic policies, which aim at the development of the country's resources and industries and the expansion of trade. The following is a summary of the main recommendations.

Demarcation of national and provincial revenue and disbursements shall be entrusted to the Ministry of Finance subject to Government approval. There will be quarterly reports on working.

All revenue belonging to the Ministry of Finance shall be remitted direct to the Central Treasury without being detained.

Both military and civil expenditure shall first be approved by the National Government; no payment is allowed without permission from the Central Government.

Receipts, disbursements, deposits, and auditing of the Government's finance shall be strictly under the control of the Ministry of Finance.

#### Customs Salt and Land.

1.—A new national tariff schedule shall be prepared before the declaration of tariff autonomy. Pending tariff autonomy, foreign imports of a similar variety to native products on which an internal levy is collected, shall also be liable to a consumption tax like native products.

After tariff autonomy comes into force all imports shall be liable to only one tax—no further levies being collectable. However, the preceding provision may be adhered to as a measure of convenience, pending other satisfactory arrangements.

The salt tax throughout the entire country shall be unified and effective control of the salt-fields secured as a pre-requisite for improvements. All land taxes shall be considered as provincial revenue.

#### Likin to Go.

The Ministry of Finance shall appoint a Committee for the abolition of *likin*. Kiangsu and Chekiang will abolish *likin* before the end of September and the other provinces will follow suit before December.

To make up the loss of revenue from *likin*, special consumption taxes (national taxes) shall be imposed on certain articles; but such daily necessities as rice, wheat, native-made cloth, etc., shall be exempted.

A graduated income tax and inheritance tax are recommended. All commercial taxes are classified as provincial revenue and the respective provincial authorities shall begin to levy the tax accordingly.

#### Recognition of Loans.

(a.) Domestic and foreign secured loans shall be paid as heretofore.

(b.) To clear up all unsecured foreign and internal loans, an impartial commission shall be appointed to investigate each case with a view to solving the problem justly.

The recommendation of the Economic Conference at Shanghai limiting the Army to 500,000 men and the current military expenditure to \$102,000,000 annually is endorsed unequivocally.

#### Economic Improvements.

The Conference then recommend substitution of dollars for taels and a gold standard as the ultimate aim; a National Bank alone empowered to issue notes; a central Exchange Bank, agricultural and industrial banks.

Improvement of railways, posts, telegraphs and shipping; employment of disbanded troops on public works; encouragement of native industries and the like are all subjects of recommendation.

The official news agency *Xin Min's* report of proceedings concludes as follows:—

"The above financial and economic policies shall be carried out to the fullest extent possible beginning from the current year. The Central Government and the provincial authorities have agreed upon the fullest co-operation and it is hoped that the new period of rehabilitation will soon begin with the carrying into effect of the many policies as decided at the National Finance Conference."

#### AN M.P.'S DEBTS.

\$2,000 PARLIAMENTARY EXPENSES.

In the London Bankruptcy Court, the public examination was held, of Mr. Cornelius William James Homan, M.P. of Ashton-under-Lyne, Lancashire.

In a statement of affairs he estimates his liabilities at \$28,963. Of these \$12,623 are expected to rank. He claims to possess assets that leave a surplus of \$21,156.

Mr. Homan returns the interest on borrowed money at 27,500 since December 31, 1924, and his parliamentary expenses at \$26,000 since the same date.

Answering Mr. E. Parke, the Official Receiver, Mr. Homan said he was 27 years of age, and a financial adviser. He also recovered Excess Profits Duty, usually on a 33 per cent. commission basis. It was the commission which he estimated to be recoverable that represented an asset of \$20,000. These claims took a considerable time to investigate, hence the receipt of his commissions was delayed.

He first went to a money-lender in April or May 1925, and he had been in their hands "on and off" ever since.

He attributed his failure to his losses on business ventures in Southampton and Paris and to illness.

He denied that he had indulged in some speculative enterprises. He did not consider that there was any speculation in buying a business for \$245,000.

#### Registrar's Rebuke.

He could not remember whether the petitioning creditor, from whom he obtained a loan of \$2,500, was continuously pressing for repayment.

Mr. Registrar Francke: You cannot remember?—No.

"I do not believe you. It is ridiculous. Mr. Homan admitted that two days before the date of the receiving order he bought a motor-car for about \$350, and handed it to his uncle in satisfaction of a debt. The examination was adjourned until July 25th.

## THE SUPPRESSION OF OPIUM.

NATIONAL ASSOCIATION PRESSING NANKING.

### STRONG POLICY CALLED FOR.

In the Financial Conference held in June, the National Anti-Opium Association was represented by its secretary, Mr. Garfield Huang and the question of opium suppression was thoroughly discussed.

Mr. T. V. Soong, chairman of the conference, said that the Nationalist Government were quite determined to suppress opium, not for the purpose of raising revenue, but setting aside all money raised for further suppression and educational purposes. A National Opium Suppression Committee he said, would be formed, on which the Ministers of Foreign Affairs, Interior and Justice would be asked to serve.

Mr. Garfield Huang, the secretary of the Association, went to Nanking last week to visit the Commissioners of the Government concerned and suggested to them a programme of opium suppression containing the following ten points:—

(1) To organize a National Opium Suppression Committee which is to undertake the full responsibility for the total suppression of opium in China. The Committee should consist of representatives from the people.

(2) To cancel the present opium suppression policy. An effective one should be drawn up by the National Opium Suppression Committee.

(3) To use the income obtained from opium suppression for further opium suppression and educational work, and not for any other purpose.

(4) To abolish the opium monopoly and the licensed opium companies.

(5) To enforce the registration of addicts and compel them to drop their habit within a limited time.

(6) To establish amelioration hospitals throughout China.

(7) To investigate the state of the trade in morphine and other narcotic drugs in China for the purpose of showing all the facts to the forth-coming International Opium Conference.

(8) Severely punish officials who encourage the cultivation of poppy or who are slack in suppressing opium.

(9) To prohibit poppy cultivation in every province beginning from this year.

(10) To dismiss and punish all military and civil authorities who are found to deal in opium or who are addicted to opium smoking.

At Nanking, Mr. Garfield Huang held a long conversation with Mr. Hsieh Tu Pi, Minister of Home Affairs, and Gen. New Yung Chien, Commissioner of the Nationalist Government, regarding the question of opium suppression. Both Mr. Hsieh and Gen. New said emphatically that the Nationalist Government had decided to revise the present opium suppression policy and take definite steps for the total suppression of opium in China in accordance with the recommendations of the National Anti-Opium Association. — *North China Daily News*.

## LONDON GUARDIANS SWINDLED.

PRISON FOR "DISHONEST PARASITES."

Edward George King, of Shaftesbury Street, Shoreditch, and Richard Horan, of Chatham Avenue, Shoreditch, were summoned at Old-street Police Court for making false statements to obtain relief from the Shoreditch Guardians.

King appealed to be allowed to repay the guardians on account of his wife and child.

Mr. Dummett, the magistrate: You should have thought of that before. An honest workman does not want to apply for relief, because he is too proud to do it, unless compelled. The dishonest parasite on society takes advantage, by making false statements when he is actually earning a living, to get money to which he is not entitled.

He sentenced King to 21 days' hard labour, and Horan to three months' imprisonment.

## HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

### Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, July 18th, at 6 p.m. sharp. All members of the Chinese and Indian Companies who have not yet passed Part II. of Training Course must attend.

### Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, July 19th, at 5.30 p.m. sharp for Squad Drill under Sergeant Congon. Dress: Muffi.

### Chinese Company.

Training: The following members of the Chinese Company have passed their examination in Part II. of Training Course (knowledge of Police Duties and Regulations):— Constable R57 Wong Man Ying—passed with credit. Constable R79 Lo Tak Hoi—passed.

Advanced men of the Chinese Company to be detailed by the O.C. will parade at the Police Training School, Kowloon, on Wednesday, July 18th, at 6 p.m. sharp for Extended Order and Baton Drill under Inspector Paterson. Dress: Muffi, rifle, side-arms, and truncheon to be carried.

### Indian Company.

Resignation: Sub-Inspector Khawas Khan is permitted to his being about to leave the Colony for good. Training: Constable R238 Noor Mohamed has passed his examination in Part II. of Training Course with credit.

### Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, July 19th. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Revolver Practice: Sunday, July 29th, has been tentatively fixed for the members of the Flying Squad to fire off the Revolver Course; further particulars will be published later.

### Sharpshooters' Company.

Rifle Practice: Rifle practice will take place on the Peak Range on Sunday, July 22nd. Members will assemble at the Upper Tram Station at 10 a.m. Uniform optional. (Sgd.) W. Kwan, A.S.P., Adjutant.

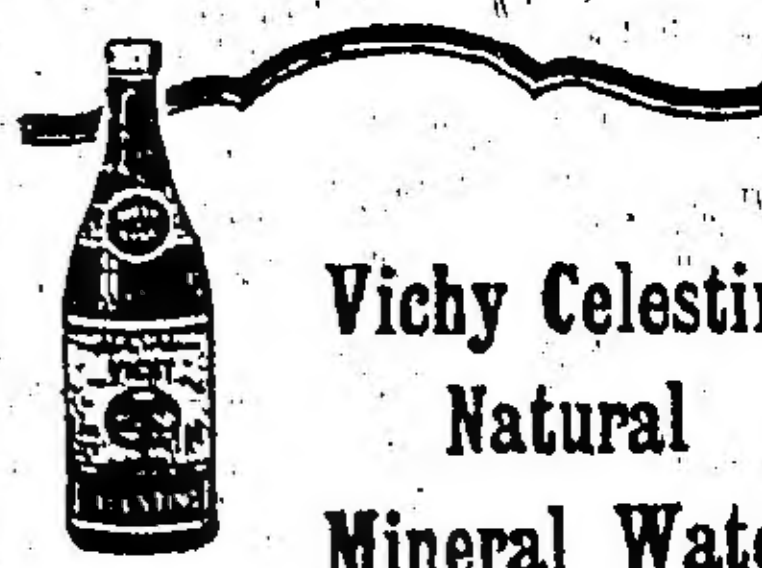
Hong Kong, July 17th, 1928.

## HONG KONG STOCK EXCHANGE.

### CLOSING QUOTATIONS.

JULY 17th, 1928.	
B.K. Bonds.....	\$1,285 buy, & ss.
Do., London.....	\$1,184 nom.
Chartered Bank.....	\$221 buy.
Mercantile Bank, A. & B.....	\$238 nom.
Do., O.....	\$1,144 nom.
P. & O. Bank.....	\$241 nom.
East Asia Bank.....	\$475 nom.
Bank of China.....	\$340 nom.
Union Insurance.....	\$341 buy.
North China Ins.....	\$114 1/2 buy.
Yangtze Insurance.....	\$130 nom.
China Underwriters.....	\$131 sel.
China Fire Insurance.....	\$125 buy.
Hong Kong Fire Ins.....	\$122 1/2 nom.
Douglases.....	\$130 sel., 35 ss.
H.K. Steamboats.....	\$124 sel.
H.K. Tugs.....	\$134 nom.
Indo-China (Ref.).....	\$128 buy.
Do. (Def.).....	\$170 buy.
Shell Transport.....	\$100 nom.
Waterworks.....	\$201 buy, 20 sel.
Banque.....	\$11 buy.
Kailan Mining Adm.in.....	\$60/ nom.
Langkate (combined).....	\$112 1/2 nom.
Do. (single).....	\$114 1/2 nom.
S'hai. Explorations.....	\$124 buy.
Shanghai Loans.....	\$140 buy.
Bank of India.....	\$178 1/2 nom.
Tramway.....	\$178 1/2 nom.
H.K. & K. Wharves.....	\$136 1/2 buy.
H.K. & W. Docks.....	\$140 buy.
China Provident.....	\$150 buy.
Hongkong.....	\$156 nom.
New Engineering.....	\$15 nom.
Shanghai Docks.....	\$114 1/2 buy.
Ewo Cottons.....	\$114 1/2 buy, 85 sel.
Oriental Cottons.....	\$114 1/2 sel.
S'hai. Cottons (old).....	\$114 nom.
Do. (new).....	\$114 nom.
H.K. & S. Hotels.....	\$120 buy.
H.K. Lands.....	\$124 buy, & ss.
Shanghai Lands.....	\$128 buy.
Humphreys, Estate.....	\$142 1/2 buy, 14 ss.
H.K. Realities.....	\$13 sel.
H.K. Tramways.....	\$125 sel., 24 70 ss.
Peak Tram (old).....	\$113 buy.
Do. (new).....	\$113 nom.
Star Lines.....	\$114 buy.
China Lights (old).....	\$114 buy, 113 sel., 11 70 ss.
Do. (new).....	\$115 sel.
Do. (1928 issue).....	\$115 nom.
H.K. Electric.....	\$149 sel.
Do. (new).....	\$148 nom.
Macao Electric.....	\$149 buy.
Telephones.....	\$150 buy, 6 ss.
China Buses.....	\$114 1/2 buy.
Singapore Tractors.....	\$113 nom.
Do. (Ref.).....	\$117 1/2 nom.
China Sugar.....	\$121 sel.
Malayan Sugar.....	\$124 nom.
Canton Ice.....	\$120 buy.
Cements (combined).....	\$125 buy.
Do. (old).....	\$124 nom.
Do. (new).....	\$125 buy.
H.K. Ropes (old).....	\$124 buy.
Do. (new).....	\$125 nom.
United Asbestos.....	\$125 sel.
Dairy Farms.....	\$120 buy, & ss.
Wolsons.....	\$114 sel.

(Continued at foot of next column.)



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from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

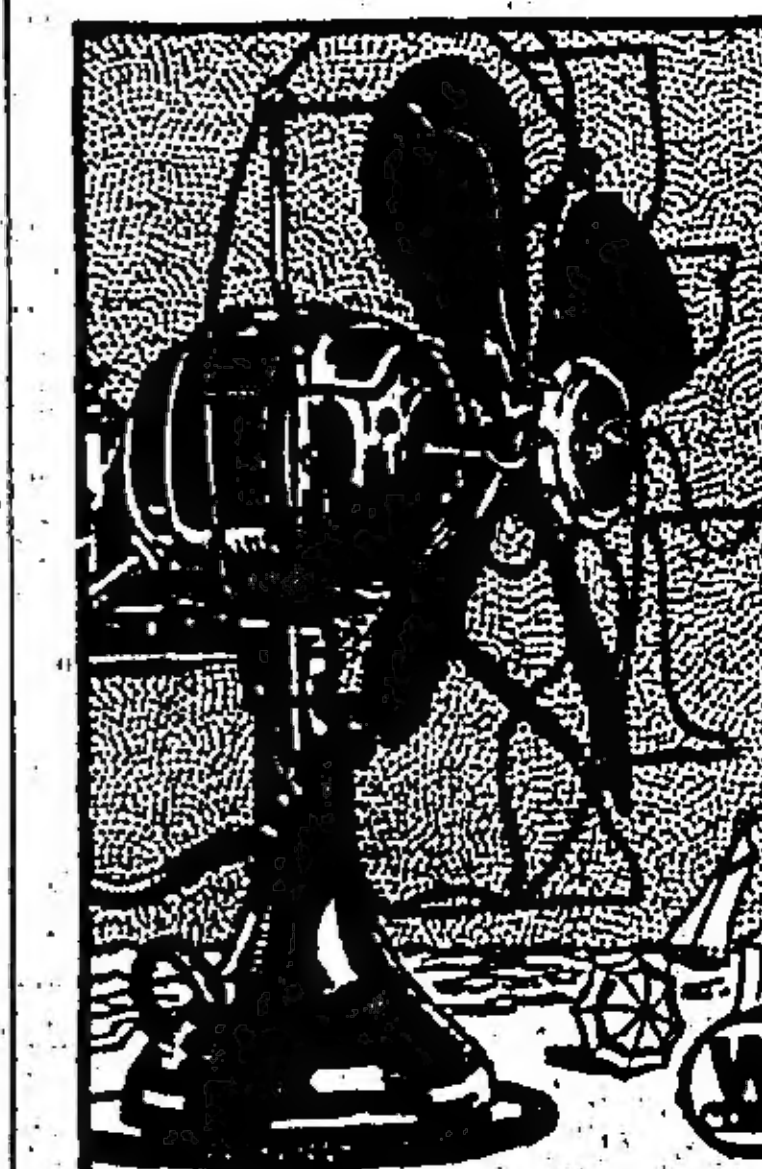
It gives zest to the appetite and helps one to enjoy the pleasures of the table.

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WITH  
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"OCEAN" COMPREHENSIVE  
POLICY.

[106]



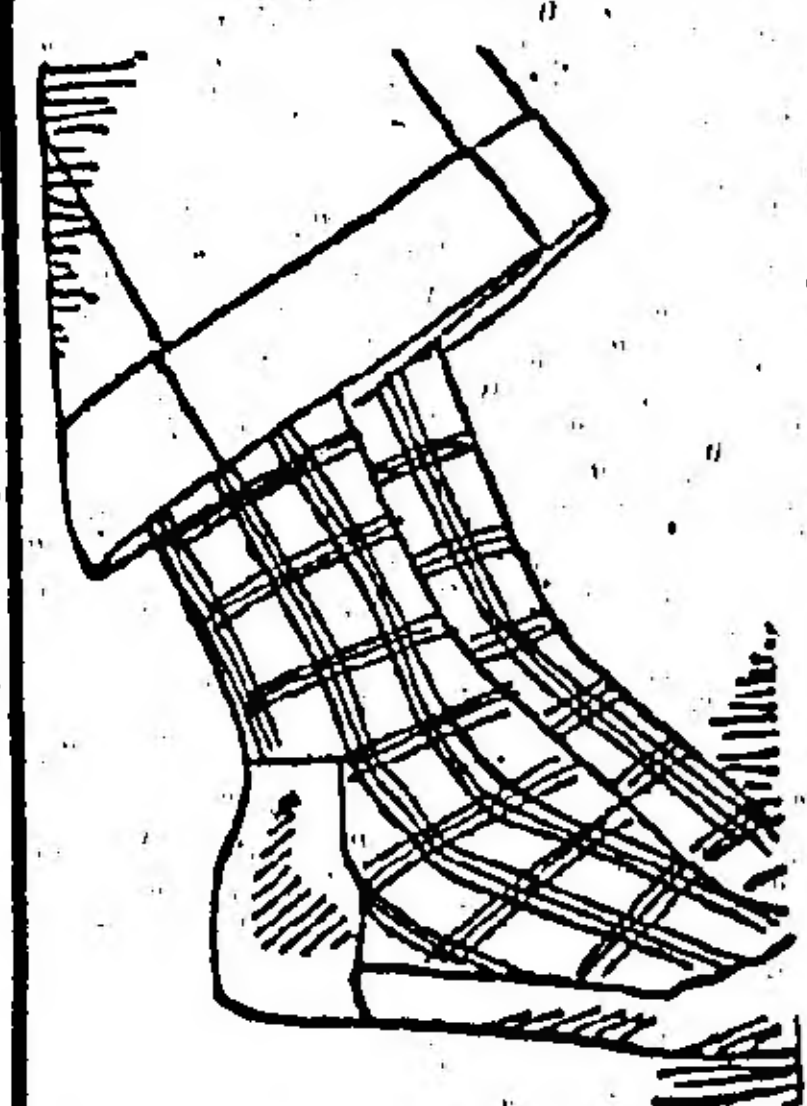
"Felix."

Der A Wings.....\$0.50 nom.  
Lane Crawford.....\$21 sel.  
Macintosh.....\$20 nom.  
Bincroft.....\$24 nom.  
Wm. Powells.....\$3 buy.  
E.K. Amusements.....\$30 sel.  
E.K. Constructions.....\$11 sel.  
Roue Indus. G.S.Bonds.....\$1/2 inst. nom.  
H.K. Govt. Loans.....\$1/2 prem. buy.  
buy—buyers; sel.—sellers; ss.—sales; nom.—nominal.









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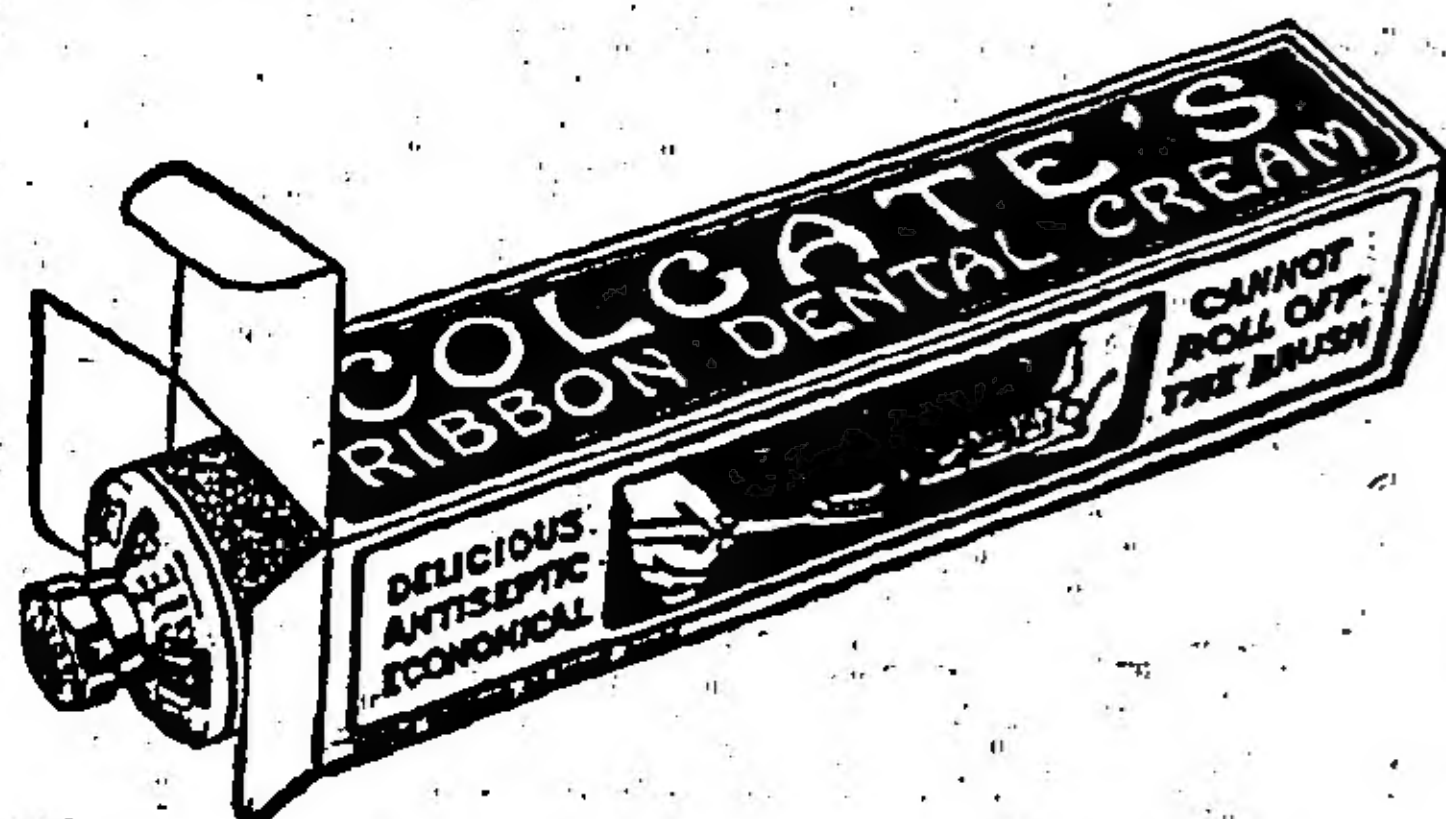
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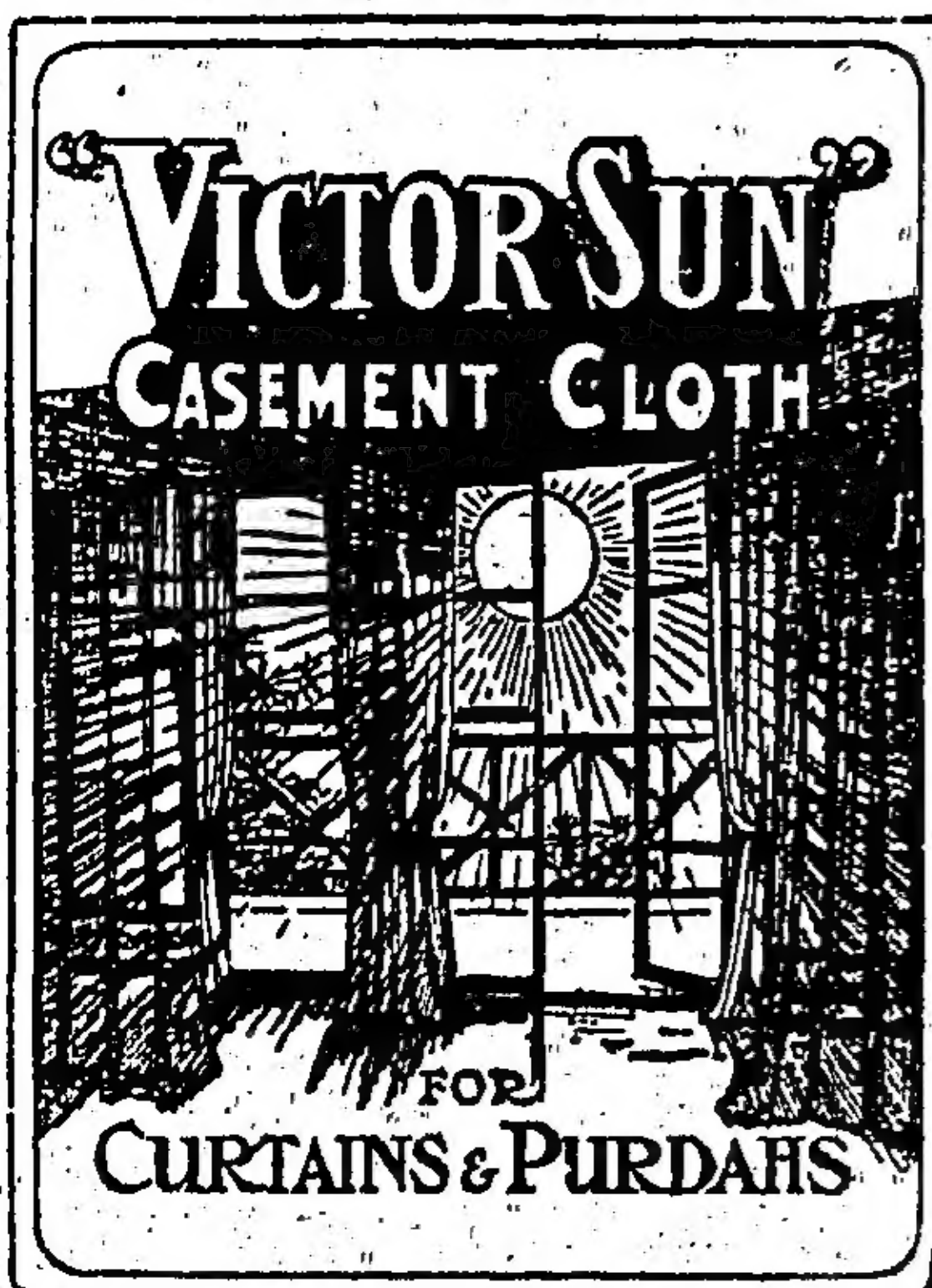
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## NANKING AGAINST JUDGE LOO.

KIANGSU GOVERNMENT'S ORDER UPHOLD.

PREJUDICED INVESTIGATORS.

SHANGHAI, July 14th.

The long expected decision on the question of the legality of the Kiangsu Government's recent order dismissing Judge Loo Hsing Yuan from the Presidency of the Shanghai Provisional Court was made known yesterday in Nanking by the Committee of the Disciplinary Punishment of Judicial Officials according to local Chinese papers.

The exact terms of the decision have not yet been published, but it is understood by the local Chinese press that the Committee found the order of the Provincial Government valid, on the ground that three of the five charges have been substantiated.

A Biased Investigator.

Exactly on what evidence these charges have been proved, apart from the allegation of the Provincial Government and Mr. Liang-Jen Chie, one time Judge of the Provisional Court, our Chinese contemporary is also not yet informed, but it is significant to note that the decision was arrived at directly after the report of Mr. Liang Chun Lih, secretary to the Disciplinary Committee, had been received. Mr. Liang came to Shanghai last Monday to conduct the official investigation and spent exactly five hours at the Provisional Court examining various documents regarding the case.

Mr. Liang is the author of an article published in the *Contemporary Review*, a Chinese weekly of June 30th, which expresses violent views antagonist to the Provisional Court and to Judge Loo. It is obviously most improper that a body of the supposed standing of the Disciplinary Committee should employ a man so clearly prejudiced to conduct the investigation.

Farce To Cheat The Consuls.

Of course, the proceeding has from beginning to end been a farce, performed to make a pretence of satisfying the requirements of certain treaty stipulations. It is a well known fact that the Consuls had insisted that no dismissal of Mr. Loo could be recognized unless and until the regular legal procedure had been properly applied.

The Government accordingly made haste to publish a new set of rules for the Committee of Disciplinary Punishment of Judicial Officials, widely different from the old ordinance of 1915 both in the provision for the composition of the Committee and in the scope of its discretionary powers. This was because they had found that the charges preferred against Mr. Loo both then and now, even if they were proved, would not warrant the punishment of dismissal under the old ordinance.

In this way it was made possible for the Government to claim that it had lived up to the letter of the law totally regardless of the spirit essential to justice in all civilized countries, that one cannot make a new law to suit a particular case.

In an interview with a high official of the Provisional Court yesterday morning a representative of the *North-China Daily News* was told that no official notification as to the decision has been received but that the news came as a shock to all.

Charges Trumpery And Untrue.

Of the five charges made against Judge Loo four had been resurrected from those on which it was sought to evict him last October, and were implicitly quashed by the Nanking Government's suppression of the whole attack; while the fifth, accusing him of being responsible for the congestion at the Provisional Court was, in every particular, the exact reverse of the truth.

A more scandalous story, or one reflecting greater discredit on everybody concerned, except Judge Loo, it would be difficult to imagine.

—N.C. Daily News.

## THE NEW CHAPEL WATERWORKS.

FILTERING WOOSUNG WATER.

PLANT NOW IN FULL WORKING ORDER.

SHANGHAI, July 14th.

A decided improvement in providing water for the Chinese district of Chapei has taken place in the past three weeks as the result of the inauguration of the new Chinese Waterworks intake and pumping system down the Whangpoo, just a short distance above Woosung.

The new waterworks can be identified by a five-storeyed pagoda of white and black, topped by a cone of colour, which lifts its head above the flat countryside about a mile inland from the low shoreline.

The pump house contains two pumps alternatively in use. The cement house containing the preliminary machinery for pumping the water in for distribution through the long main to the gate house where the coagulation chambers are found, is a neat building in which the constant whirr of machinery contrasts strangely with the water buffalo generally seen browsing in the lush grass skirting the water's edge. Extending behind the pump house for 400 mow is the property of the new Chapei Waterworks. A considerable portion of the land has been filled in to raise the level, as the red pipe line of the Whangpoo Conservancy Board which carries the filling-in mud inland will testify.

Half a mile from the causeway of the pump house is the gate house where the first purification process takes place by means of alum. A little further are the settling basins where sand and gravel act as the next agents of purification. Underneath these basins is a reservoir which contains approximately one half million gallons of stored water. As the whole system is the "rapid filtration" however, it is not necessary to store as much water as is customary in the older method of slow sand filtration.

Washing The Water.

After passing through the settling basins, the water is pumped to the filter house where 12 chambers with gravel and sand of varying sizes to provide thorough filtration, relieve the water still further of pathological bacteria and organisms. Each of the 12 filter basins has five troughs through which the water passes to be "washed," and after that it is pumped to a pump house connecting with the pagoda tank. In the final stage of the purification, chemical treatment is given by means of a Wallace & Tiernan automatic chlorine apparatus which regulates with absolute precision the required amount of chlorine for complete chemicalization of the water. After that the water is pumped to the 100ft. high pagoda, one pipe going up and one coming down, the latter to intensify pressure for sending the water through the connecting main to Chapei.

The reservoirs of the old Chapei Waterworks are being retained by the new company for the time being and distribution takes place through the mains already in use. Further facts pointed out by those in charge of the new waterworks plant are that the present pumping and purifying capacity of the plant is 7,000,000 gallons during eight hours. This can be raised to 15,000,000 gallons should the round of the clock be worked. The same directorate has charge of the new plant as controlled the old Chapei Waterworks, and a Chinese engineer is in charge of the plant.

A \$3,000,000 Plant.

The plant is declared to have cost \$3,000,000 for construction under the supervision of German and Swiss engineers, and with proper supervision will eliminate any fear of epidemics of intestinal nature, attributed to contaminated water supply, among the Chinese population. It has been in operation for the past three weeks, although a portion of the settling plant and other details are not yet completed. Grass plots are already being laid for a garden with which it is the hope of the company to surround the plant as soon as possible, in order to conform with the general idea of a neat, well-groomed waterworks.

## CORRESPONDENCE.

CIVIL SERVANTS' SALARIES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—The announcement made in this morning's newspapers of a revision of the Civil Servants' salaries on a sterling basis did not come as any great surprise. It has been known now for some time that representations had been made for an increase in the salaries of officials receiving their salaries on a gold basis, and none will grudge their good fortune. On the basis of the rate of Exchange now ruling, the married officers will be entitled to an increase of 12 per cent. while the single officers will receive 6 per cent. more in dollar equivalent of their salaries. On the principle that the labourer is worthy of his hire ratepayers will not be so ungracious as to kick against a recommendation on which the Unofficial members of both Councils had been consulted and recommended, and now sanctioned by the Secretary of State. So far so good.

But what about that large body of Civil Servants whom Mr. W. E. L. Shenton described in a speech in Council as "essential residents, who are employees and without whom the Colony cannot exist"? The hon. member was speaking at the time on the continually rising cost of living in this Colony and advocated the holding of a representative inquiry to go into the question.

So far as the ratepayers are concerned the community is entirely in the dark as to the reasons justifying an adjustment of the salaries of the "Sterling" paid officials and at the same time withholding an increase from those earning their more modest salaries in dollars.

On a recent public occasion I urged that the incidence of the higher cost of living in the Colony was becoming more burdensome to the smaller men who enjoy neither the benefit of free quarters nor the advantages of paid passages out of and back to the Colony on leave of absence.

If the Unofficial members of Council have thought fit to recommend an increase of salaries to Government employees earning their salaries on a gold basis, curiosity impels the question for what good reason have they not in all equity pleaded for men of and engaged in the Colony and who have good and special claims to the consideration of higher living costs in Hong Kong with a diminishing value in the purchasing power of the silver dollar?

There has been far too much discrimination in the past of the local men and always to their disadvantage and the sooner this inequality is done away with the better will the Colony become from an economic, no less than from a social, point of view.—Yours faithfully,

J. P. BRAGA.

Hong Kong, July 17th.

## SAIGON RICE MARKET.

DECLINE IN PRICES.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report on the rice market dated Saigon, July 18th, state:—During the last fortnight the paddy market has been a little more active, but the demand being small the prices have slackened off again. Supplies continue on a small scale. The rice market has shown some activity but exporters having covered their requirements, the prices have declined again.

Regarding broken, the market is firm with an upward tendency owing to a continued demand from India and Java.

The total amount of rice exported from January 1st to June 30th, 1928, is 918,234,786 tons against 902,052,592 tons in 1927. We quote to-day white Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$6.70 per picul of 134 lbs. f.o.b. Saigon; \$6.10d. per cwt. f.o.b. Saigon; \$6.25 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$6.35 per picul of 134 lbs. f.o.b. Saigon; \$5.94d. per cwt. f.o.b. Saigon; \$6.55 per picul of 134 lbs. f.o.b. Saigon.

For July/August shipment.

## QUARRY BAY SCHOOL.

There will be an "Open Day" at the above School to-day. The children will give three little plays commencing at 10.30 a.m. after which visitors are invited to see the work in the various classrooms.

## KAIPING COAL

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## SPRING RUNNING IN SZECHUAN.

FIVE GENERALS RESUMING THEIR ANNUAL WARFARE.

WHO CARES FOR THE PEOPLE?

CHENGDU, Sze, June 5th.

The Spring bugs or microbes that almost annually enter the blood of the restless Szechuanese, causing riotous action or civil war, have not failed in their gruesome work this year, writes a *N.C. Daily News* correspondent. May and June are the best trouble-brewing months for this province. The conditions now existing afford a rich soil for these breeders of discontent and bloodshed. Five ambitious Generals all on a fairly equal footing, all suspicious of their neighbours, all desirous of supremacy, are somewhat of a liability for the masses who struggle day and night to make ends meet, especially the one demanded to keep up the non-productive hosts needed by each General to maintain his stronghold.

The intrepid Yang Sen is usually in the thickest of any ambitious scheme, and, true to form, has led off the first war-dance of the season.

While opposing armies were in conflict around Wanhsien there was considerable anxiety in Chengdu. The two Generals residing in the Capital have strong forces at their command, and it is quite understood that their attachments are divided. For several nights soldiers fully armed slept on strategic corners, evidently an outward sign of a sudden attack.

Money Market Slumps.

Later the people were informed that the two Generals had outlined a policy that would keep western Szechuan free from entanglements with the eastern section. The money market is still confused. The half dollars that were in circulation at par with the dollar coins at the beginning of the year are required to purchase 100 big dollars. This is a great loss to those who had large supplies of half dollars and has effected the business prosperity of the city.

## LONDON 'BUS'S WILD CAREER.

PASSENGERS ALARMED BY DRUNKEN DRIVER.

Charles William Beel, aged 41, a driver employed by the Premier Omnibus Company, pleaded guilty at West London Police Court to having been drunk while in charge of a motor-omnibus and to dangerous driving.

Mr. F. Powell, for the police, said that on the night of June 15th Beel was seen driving the omnibus along Hammersmith-road at about 40 miles an hour in zig-zag fashion. A passenger was standing on the conductor's platform shouting to police officers to stop it. All the other passengers had got off in alarm.

Beel turned the omnibus into Edith-road and pulled up. Sergeant Tibbitts, finding him drunk, arrested him. Beel became violent, used disgraceful language, and at the police station offered to fight.

Mr. Bingley said that in view of Beel's excellent war record he would not send him to prison. He would be fined £10 with 25 costs on the "drunkenness" charge, and fined £5 on the charge of dangerous driving.

## CONDEMNED MEN IN SHANGHAI COURT.

A GRIM CEREMONIAL.

EXECUTION FOLLOWS IMMEDIATELY.

SHANGHAI, July 13th.

For the usual practice of identification and formal confirmation of their death sentences, seven Chinese made their appearance in the Provisional Court yesterday morning.

Three of the condemned men were arrested by Det.-Insp. Quayle and staff in connection with the kidnapping on April 2nd of two wealthy Chinese. The arrests took place three days after the crime, and they were found in possession of two pistols, their victims then being released. Seven others were also charged, with participation in the abductions, one receiving life imprisonment, another 12 years, while the other five were found not guilty.

A boatman and a house-boy were sentenced to death for stealing \$8,323 worth of jewellery on September 9th, 1927, at 774 Yangtzepoo Road, when they held up the inmates at the point of a pistol. The latter was arrested in possession of part of the proceeds of the robbery at Shanghai North Railway Station, and from statements made to the police, other members of the gang were taken into custody. Further inquiries resulted in the Police adding other charges of armed robbery and two of attempted murder. Six members of this gang were sentenced to death, but after a re-trial four of them had their sentences changed to life imprisonment on account of the fact that the Bandit Laws did not apply.

When the proceedings at the Court were finished, the prisoners were transferred to the prison van, in charge of Sgt. J. Gavin, and taken to the Chinese authorities at the Nantao District Court, who immediately carried out the decision of the Court.—N.C. Daily News.

## THREAT TO OXFORD.

APPEAL BY PRESERVATION TRUST.

A manifesto issued by members of the Appeal Committee of Oxford Preservation Trust states:

Oxford is spreading fast beyond its old boundaries. Unless this growth is guided in such a way as will meet economic needs, but at the same time preserve the loveliness of the city and its surroundings, the beauty of Oxford will be irreparably defaced.

The unique beauty of Oxford lies in the green belt of park and meadow which girdles the ancient city. The green belt is threatened.

The loveliness of the distant views of the city from the surrounding hills will be lost if the green foreground of the grey buildings is scarred by new streets. Oxford should grow beyond its green belt.

To work in harmony with the Oxford City Council and with the neighbouring local authorities in such a way as to secure for them the effective support of public opinion is one of the main tasks of the trust.

It needs funds to buy estates and plots of land which the city council has either no power to acquire or which, in view of its other obligations, it cannot be expected to buy.

Among the signatories are Lord Blanesburgh, Lord Bearsted, Sir Robert Wilt, Mr. Philip Guedalla, Sir Philip Sassoon, and Sir A. G. Anderson.



DR. CHAO-HSIN CHU'S  
PLANS.

REMAINING IN CANTON.

BUT MAY VISIT NANKING FOR  
INAUGURAL CEREMONY.

A SPECIAL INTERVIEW.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 17th.

Dr. Chao-Hsin Chu, the Commissioner for Foreign Affairs of Kwangtung, in a special interview with the representative of the *Daily Press*, said that he has received two telegrams from Dr. C. T. Wang, Foreign Minister of the Nationalist Government, urging him to proceed to Nanking at once to assume the post of Vice-Minister of Foreign Affairs. Of the two telegrams, he continued, one was in English and one in Chinese. Asked whether he could show our correspondent those two telegrams, the Foreign Commissioner said "Surely"; and forthwith he produced them. The one in English is as follows:

"My dear Foreign Commissioner Chu:

Your telegrams have been duly received and noted. I have already consulted Marshal Li respecting your appointment as Foreign Vice-Minister, and he has agreed. The Tokyo post is reserved for you. Accept first the Vice-Ministership.

(Signed) C. T. WANG.

A free translation of the one in Chinese follows:

"My dear Foreign Commissioner Chu:

It is with the greatest pleasure that I inform you that you have been appointed Vice-Minister for Foreign Affairs of the Nationalist Government, and I wish to offer you my heart-felt congratulations. We shall henceforth co-operate in the solution of all the difficult national problems now confronting us. No words at my command are sufficiently adequate to express my joy at your appointment to this post. There are many important diplomatic affairs awaiting joint discussion and consideration. It is hoped that you will at once come to Nanking and assume office. I shall be most happy to see you.

(Signed) CHAO-HSIN CHU.

Asked whether or not he has definitely accepted the offer, Dr. Chu said, "Yes, I have."

"When will you then go to Nanking?" our correspondent inquired.

"I may have to go to Nanking to assume office as a matter of form," the Foreign Commissioner replied, "but if I could be excused the usual inaugural ceremonies in connection with the assumption of such a post, I would not go. I should like to remain in Canton and do the work by telegraph. But if this cannot be done, then I shall be compelled to go to Nanking for the inaugural formalities. I shall not stay long at the national capital, but will return to Canton as soon as conditions permit. You see, I have a lot of work to do here. Besides being Commissioner for Foreign Affairs, I am a member of the Provincial Council and have to help with the administration of the Province. Furthermore, I want to remain in Canton to see that the Kwong-Poon-Fah highway now under construction is properly finished. As you know, I am one of the two originators of this project."

THE AMBASSADORSHIP TO  
JAPAN:

"I understand you are also to be appointed Ambassador to Japan. How about that post?"

"That post," Dr. Chu replied, "will not materialize for some time yet. You see, credentials must be issued. But they cannot be issued until *de jure* recognition has been accorded to the Nationalist Government by the Foreign Governments. All this will necessarily take time. But the Tokyo post is reserved for me as you saw in one of the telegrams from Dr. C. T. Wang, and I shall most likely go to Japan when the time comes."

Asked why he wanted to go to Japan, the Foreign Commissioner said that he welcomed it because the Tokyo post was fraught with heavy and difficult diplomatic work in the matter of treaty revision and settlement of questions outstanding between China and Japan. "Furthermore," he said, "Japan is such a beautiful and picturesque country, a country so near China!"

Our correspondent then called the attention of the Foreign Commissioner to the fact that in a certain Hong Kong newspaper last Saturday a news item from its Canton correspondent stated that "Chu Chao-Hsin has no intention of going to Nanking to become the

(Continued on next column.)

BREAKING UP THE  
"REDS."TWENTY EXECUTIONS IN  
CANTON.

OTHERS CLEARING OUT.

AFTERMATH OF BIG PLOT.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 17th.

During the past three days more than twenty Communists have been executed at the usual place in the north-eastern suburb of Canton. They included the notorious Maik Die Wah, Mok So, Li Bong, and Lam Shek, all of whom were caught during the raids on various haunts in the city during the latter part of June and the beginning of this month. These ringleaders of the outlaws have been in custody at the Central Police Station, Wai Sun Road, and have been standing their trials during the past fortnight or more. The utmost secrecy was maintained throughout, no pressmen being allowed to get any news for fear that the rest of the Communists might know and get clear of the city. The examinations at the protracted trials revealed many Communist haunts, which were systematically raided by the detectives. More than a hundred arrests have been made during the past three weeks and while the great majority of the prisoners have been released upon proving their innocence, many of them are still detained awaiting further trial. All those who have been proved to be paid agents of the Chinese Communist Party have been executed. The notorious Communists whose names have been mentioned all confessed that they were secretly sent to Canton to work with their confederates and that they were entrusted with the important positions in the Communist Party.

That the Communists are by no means eradicated from Canton is further evidenced by the fact that Mr. Chang Ki, patrol commander of the Police district, has just discovered in Sai Wah Alley, near Tai Tak Road, a fresh poster issued by a big Labour Union of a decidedly Communist nature which, before the days of the *Ching-tung* (purge the party) movement, had spread terror and tyranny to the merchants. The notice was found posted on the wall and, near it, seditious statements were written. It was at once torn down and taken to the Police Station. The Union in question has been officially proscribed and its existence is illegal.

As the result of these discoveries nocturnal restrictions, which had been relaxed for some time, are again being enforced. The principal thoroughfares of the city are again vigilantly guarded by armed soldiers at night, and belated wayfarers are having difficulty in getting from street to street.

It is reported that most of the remaining Communists, finding Canton too dangerous for further activities, have gone to the northern part of the Province to continue their nefarious work.

Assistant Minister of Foreign Affairs under Wang Cheng Ting, offering "the excuse that he came to Kwangtung to look after his mother, and does not want to go away." By this same token, it continues, Mr. Chu does not aspire to the post of Minister to Japan.

"Such a report is inaccurate and is capable of conveying the erroneous idea that I don't want to serve under Dr. C. T. Wang, which is entirely untrue. As regards the post of Minister to Japan, while I don't aspire to it, if the Government wants me to take it, I would in fact the Nationalist Government has already offered me that important post, and I have provisionally accepted it. All this you can see from the telegram which I have just shown you, stating that the Tokyo post is reserved for me."

The Commissioner laughed when our correspondent directed his attention to a statement made in the same report that "the story has grown from a molehill to a mountain," the impression being given that Chu Chao-Hsin aspires to the position of Minister at Tokyo.

"There is neither molehill nor mountain about it," he emphatically said.

Continuing, Dr. Chu emphatically denied the allegation made at the close of the report in question that "at the last meeting of the Canton Branch of the Political Council he raised his voice in protest against the appointment of Kwok Ping as Commissioner of Foreign Affairs to Peiping."

"I never did anything of the sort," he said. "How could I raise my voice in protest in the Political Council when I am not even a member of that body?"

BANDITRY INSUR-  
ANCE.

AN ENTERPRISING SCHEME.

CHINESE COMPANY TO WAGE  
WAR AGAINST ROBBERS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 17th.

With banditry rampant in China, a few enterprising Chinese gentlemen have formed a company in Hong Kong whose object is to protect travellers and seafarers against these human pests and failing that to provide money for ransom or compensation to defendants. The new company which is registered under the Hong Kong Companies Ordinances, is called the Ping On Bandit Risk Insurance Co., Ltd. It has a capital of \$500,000 and undertakes to insure persons against being kidnapped, killed or wounded by bandits insured for more than \$5,000.

Policies are issued to *bond fide* applicants on the condition that in case of being kidnapped by bandits, the company will strive their utmost to effect the release of the captive. They will first of all try coercive means and if necessary pay ransom. Should this fail, they will invoke the assistance of the Chinese Government to attack the stronghold of the bandits. They will even organise their own force to wage war against the robbers in order to free the person kidnapped. The company also has a staff of private detectives, who are posted in parts of the interior where the populace is left to the mercy of the bandits.

The company asks four months to effect the release of a captive and if it fails in that period, the amount insured will be paid over to the captured person's relatives.

Persons who are insured against banditry with this company will also receive compensation, varying from one-half to one-fourth of the amount insured, in cases of injuries received from the hands of the robbers. This also applies to persons wounded by thieves breaking into their homes.

Cargo is also insured against banditry, and piracy, but the rates vary according to the nature of the goods and the ports to which they are destined.

The rate for personal insurance is \$25 per \$1,000 per annum, \$15 for six months and \$10 for three months. No person is allowed to insure for more than \$5,000.

Mr. Ma Tan Nam is the managing director of this enterprising company, and in conversation with a *Daily Press* representative yesterday, he stated that the company was one of the natural outcomes of present conditions. People had again and again been kidnapped by bandits and the Chinese Government had done nothing to effect their release. When a man of small means is captured by outlaws, his family is often unable to pay ransom or to get any satisfaction out of the Government. It is to provide these two things money and influence in these cases that the Ping On Bandit Risk Insurance Co. has been formed.

Any person insuring with this company, he said, could travel with the knowledge that if he should fall into the hands of bandits, there was a company of no little influence behind him, who would strive their utmost to set him free, even to the extent of paying a ransom.

The company is a boon to ships' officers and crews, in exchange for a small initial outlay, they get the protection of a kind which no other insurance companies could give to them.

The company's offices are at Nos. 288 and 289, Des Voeux Road Central.

## ON MILITARY GROUND.

CHINESE FINED FOR  
TRESPASSING.

A Chinese appeared before Major C. Wilson at the Central Magistrate's Court yesterday morning for trespassing on Military ground at the Murray Barracks.

Private J. Morrison gave evidence to the effect that he was on duty with the regimental police at 7 p.m. on Monday when he saw the defendant coming from the direction of the General's main door. As soon as he saw the witness, defendant changed his direction and attempted to avoid him. The trespasser was chased and was handed over to the civil police.

The defendant claimed that he was walking on the road near the Military Barracks when he was arrested.

His Worship imposed a fine of \$15 with the alternative of two weeks' hard labour.

CHINESE MERCHANT  
AND HIS SON.SERIOUS CHARGE OF  
FORGERY.

LARGE SUM INVOLVED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 17th.

A sum of \$110,000 was mentioned as the amount involved in a case which opened at the Central Magistrate's Court yesterday before Mr. R. E. Lindsell when Fok Chung Yuen, the son of a wealthy Hong Kong merchant, was accused of forging and uttering a deed of assignment in respect of property belonging to his father, Fok Kam Chuen, in favour of Messrs. Thomas Simmons and Co., and of conspiring with his younger brother, Fok Tat Pui, to defraud his father and/or the Bank of Canton, Ltd., by means of the document.

Fok Chung Yuen has also to face other charges in connection with his disappearance while out on bail of \$10,000 during the hearing of the Wing On forgery case in which two other men were convicted.

Mr. F. C. Jenkin, instructed by Messrs. Johnson, Stokes and Master, is for the prosecution and Mr. H. G. Sheldon, instructed by Messrs. Deacons, appears for the defence. Mr. Bulmer Johnson, of Messrs. Hastings, Denny, and Bowley, is watching the proceedings on behalf of an interested party.

Opening the case, Mr. Jenkin said that, in the main, the charges concerned a deed of assignment executed on February 2nd, 1921, by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist.

The accused, Fok Chung Yuen, was the second son of Fok Kam Chuen, a merchant trading in Hillier Street under the name of the Fook Lee Company, hardware dealer.

Owing to advancing years, the father in 1918 decided to hand over the management of the firm to his son, and for that purpose gave him a power of attorney. At the time the father was the owner of six properties, including godowns at No. 30, Hillier Street, and No. 20, Square Street, besides in respect of which were entrusted to the accused for safe-keeping. The deeds of other properties, which Counsel would hereafter refer to as the Hillier Street lot, because they comprised five houses all situated in the same locality, were then under mortgage to the Asia Banking Corporation for \$37,000.

A New Firm and An Amalgamation.

In 1919, when the Fook Lee firm was still in existence, the accused, with a younger brother named Fok Tat Pui, opened a new business under the name of the Fook Lee & Company with an office in York Building, in which the father had no interest whatever.

In the same building was another firm named Thomas W. Simmons & Company, which was possibly a branch of a firm in California, and the two offices were separated merely by a partition. The manager of this firm was a man named Burdin.

At the end of 1920, the two firms decided to amalgamate, under the name of Thomas W. Simmons & Co., Ltd., and for that purpose Fook Lee & Co. made two agreements with Thomas W. Simmons assigning its business to the new Company, these two agreements being incorporated into a supplementary and final agreement in January, 1921.

The agreement also included the taking over of the liabilities and, in consideration thereof, Fook Lee & Co. were to assign to the new Company certain properties which they claimed to possess. The agreement therefore assigned to the new Thomas W. Simmons & Co., Ltd., the properties under mortgage to the Asia Banking Corporation and also those held by the Bank of Canton as security for debts incurred by Fook Lee & Co. The case for the prosecution would be that the prisoner and his brother had no right or authority from the father to assign those properties.

In the original agreement for the incorporation of the new Company, which Mr. Beavis was asked to put through, the two sons were indicated as the only partners in the Fook Lee & Co., and no provision was made for the signature or participation of the father. Counsel pointed out "a radical change between the original and final agreements."

At the latter date it became necessary to assign the properties to the new Company, and it became necessary to include the father's name as a partner in the firm. Counsel again emphasised that the father was not connected with the sons' Company.

On becoming directors of the new Company, the two sons became involved in a later fraud on the Bank of Canton in respect of deeds deposited as securities for liabilities incurred when they functioned as the Fook Lee & Co.

## Forgery Of Signature Alleged.

Referring to the assignment of February, 1921, Counsel said that Mr. Beavis prepared the document on instructions from the limited Company, of which the two sons were the directors, but when the father was asked to sign the document he refused to do so. Mr. Beavis reprimanded the sons for the time wasted. Later the same day the sons returned to Mr. Beavis's office with the news that the father had signed the document.

The case for the prosecution was that the signature was a forgery which, if not executed by the accused, was uttered by him to defraud the father and the Bank of Canton.

The next step, Counsel said, was to negotiate with the Bank of Canton for financial arrangements for the benefit of the new Thomas W. Simmons & Co., Ltd., and this was done by mortgaging the properties to the Bank in return for facilities amounting to \$110,000.

In May of that year, the deed of mortgage was executed, and it was extended to include the Hillier Street lot, and other property belonging to accused and a third brother jointly.

Counsel stated that the father was left in entire ignorance of the arrangements, and when the Bank of Canton foreclosed on the mortgage and advertised the properties for sale, he only found out by seeing a notice in a newspaper. The accused had then decamped and Thomas W. Simmons & Co. had gone into liquidation.

Father Reluctant To Give Evidence.

Mr. Jenkin commented on the difficult position in which the prosecution was placed owing to the reluctance of the father to attend Court to give evidence in the case. The father had, through his solicitor, Mr. Bulmer Johnson, asked for an indication as to the points on which he would be required to give evidence. Since supplying this Counsel understood that a Dr. Ho had advised the man to go on a trip to the North. Whether the advice had been acted upon or not he was unaware, but if the man was still here it might be necessary to ask for a subpoena to get him to Court.

Witness Not Found.

Sergeant Clemo gave evidence of obtaining subpoenas on behalf of the prosecution for Fok Kam Chuen, the accused's father, the addresses being 8, Hillier Street and 86, Kowloon Tong. He served the subpoena at 7.25 p.m. on Monday and at the Kowloon address at 6 p.m.

Mr. Lindsell: Did you see anyone who admitted being the person on the subpoena?

Witness:—No.

You merely left a copy at each address?—Yes.

Mr. Jenkin handed in a certificate from Dr. S. C. Ho recommending Mr. Fok to go abroad.

Mr. Jenkin then called Fok Kam Chuen but there was no response.

Mr. Jenkin: In those circumstances, I ask for the usual warrant.

Mr. Lindsell: Failing personal service, you must prove that these two addresses are the known addresses of the man.

Mr. Jenkin then put Mr. Hu Fan, Secretary of the Bank of Canton, in the witness box.

Mr. Jenkin: Were you present in the Supreme Court, when Fok Kam Chuen, as plaintiff in C. J. Action 180 of 1923, gave evidence?—Yes, sir.

Did he then swear that he resided at 8, Hillier Street, Hong Kong?—Yes, sir; as far as I remember, he did.

Did you remember him swearing it was his family house?—Yes, the upper floors.

Did you yesterday accompany Sergeant Clemo to that address?—Yes.

Did you go to the upper floor and enquire from occupants whether Fok Kam Chuen lived there?—Yes, sir; I asked for him.

Did you understand from them that that was one of his residences?—Yes, sir; a girl was there who claimed to be a daughter of Fok Kam Chuen.

Did you also attend with Sergeant Clemo at 86, Kowloon Tong?—Yes, sir.

Did you make enquiry of the occupants as to whether that was another of Mr. Fok Kam Chuen's addresses?—Yes, sir; but they said he was not there.

Did you understand he was not present?—Yes, sir; they asked us to go to Hillier Street.

Mr. Bulmer Johnson said he had instructions to say that Fok Kam Chuen was not in the Colony.

In view of this his Worship asked Mr. Jenkin if he still applied for a warrant to be issued.

Mr. Jenkin replied that he still desired it, as from enquiries made he gathered that Fok Kam Chuen was probably still here.

His Worship announced that he would issue a warrant to bring the witness, if possible, before the Court on Tuesday at 11.15 a.m., and the Court then adjourned.

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## INTIMATIONS.

## THE CHINA LIGHT &amp; POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of FIVE Per Cent. on the Paid-up Capital of the Company has been declared in respect of the Financial Year ending 30th SEPTEMBER, 1928, and that such Dividend will be payable on TUESDAY, 7th AUGUST, 1928, on and after which Date Dividend Warrants may be obtained upon Application at the Head Office of the Company, St. George's Buildings, Hong Kong.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 23rd JULY, 1928, to MONDAY, 6th AUGUST, 1928, Both Days inclusive.

By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Fong Kong, 29th June, 1928. [6444]

## THE HONG KONG LAND INVESTMENT &amp; AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS Per Share for the Six Months ending 30th JUNE, 1928, will be payable on THURSDAY, 2nd AUGUST, on which Date Dividend Warrants may be obtained on Application at the Company's Office, 3, CHATER ROAD.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 21st JULY, to WEDNESDAY, the 1st AUGUST (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Secretary.  
Hong Kong, 13th July, 1928. [6480]

## HAI HO CONSERVANCY COMMISSION.

VACANCIES FOR THE POSITIONS OF ASSISTANT DEBANDING SUPER-INTENDENT AND ASSISTANT WORKS SUPERINTENDENT.

APPLICATIONS are invited from Mechanical Engineers for the above positions.

Applications are required to give the following Particulars: Name, Nationality, Date of Birth, Married or single, Qualifications, Previous Training, Positions held, Testimonials.

The following requirements are necessary:—

Age about 27 Years. Certificate of Mechanical Engineer with knowledge of Marine Engines, Workshop Equipment, Welding and Electrical Machinery, Photograph and Medical Certificate of fitness.

The conditions of appointment are:—

The successful candidates to take up their appointments immediately. The appointments may be terminated with 3 Months' Notice by either side.

The initial Salary of the employee will be Tls. 250 with triennial increase until a maximum of Tls. 425 is reached. (The conditions of further promotion depend upon the employee's qualifications for promotion to the rank of Superintendent as well as upon vacancies in that rank.)

A Rent Allowance will be issued to the employee.

A Superannuation Fund will be kept in the name of the employee. House-furnishings will be provided for a period of 6 months after every 5 years of service.

All applications for the position must be in the hands of the undersigned by the 15th August, 1928.

R. S. CAMPBELL,  
Secretary.

HAI HO CONSERVANCY COMMISSION. [6501]

## OFFICIAL NOTICE.

## PROPOSAL TO CHANGE A SHIP'S NAME.

WE, the CHUEN ON STEAMBOAT COMPANY, LTD., of Victoria, in the Colony of Hong Kong, HEREBY GIVE NOTICE that in consequence of a Contract entered into by us for the sale under another Name of the Ship hereinafter described, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "CHUEN OHOW" of Hong Kong, Official Number 137684 of Gross Tonnage 517.10 tons, Register Tonnage 224.35 tons, heretofore owned by us the CHUEN ON STEAMBOAT COMPANY, LIMITED, whose registered Office is situated at Victoria in the Colony of Hong Kong, for the Permission to Change her Name to "KONG SO" and to have her registered in the New Name at the Port of Hong Kong as owned by us.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Victoria in the Colony of Hong Kong within Seven Days from the Appearance of This Advertisement.

Dated at Victoria, Hong Kong, this 14th day of July, 1928.

泉安輪船有限公司  
(Signed) CHUEN ON STEAMBOAT COMPANY, LTD.  
吳仕明  
NG OHO MING,  
Managing Director. [6509]

## INTIMATIONS.

## "THE PEAK FLATS."

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A 5-Roomed HOUSE in MUNDY AVENUE, KOWLOON—Apply to HUMPHREYS ESTATE & FINANCIAL CO., LTD., ALEXANDRA BUILDING. [6508]

## TO LET.

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HUMPHREYS ESTATE AND FINANCIAL CO., LTD., ALEXANDRA BUILDING. [6501]

TO BE LET OR SOLD—Commodious BUNGALOW at MAGAZINE GAY, near MOTOR ROAD: Good Garden. Private Garage—Apply, Box No. 6273, c/o Hong Kong Daily Press. [6273]

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## BIRTH.

MONAGHAN.—On July 17th, at 232, Peak, to Mr. and Mrs. T. C. MONAGHAN, a daughter. [362]

Hong Kong Office: 11, Ice House Street.  
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.  
HONG KONG, JULY 18th, 1928.

## MAPPING THE WORLD.

THE King is to receive the delegates of the International Geographical Union which is holding a Congress this week at Cambridge. According to a British Wireless message a feature of this Congress will be the examination of the various sections of a new world map upon which many experts have been engaged for years. Map making has indeed become a very important matter and has grown from an interesting means of expressing travellers tales and fancies to something in the nature of an economic blue print of the world.

In England the British Ordnance Survey was established as long ago as 1784 and there are elaborate and fairly accurate maps dating back to the time of QUEEN ELIZABETH. Before then, however, a map was a fantastic picture of a countryside with very little regard for accuracy and proportion. But though the modern world has called this new science of cartography into existence the map maker has by no

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means shaken off all the traditions of earlier and more haphazard times. For one thing he hates to admit a "blank space on the map," and to judge by big atlases like those published by the Times and by the Encyclopedia Britannica one would imagine that the surveyor's chain and theodolite had covered the whole of South America and Asia as thoroughly as England or Hong Kong. Every turn of small rivers is given and the exact spot where they rise; each hill is there if of sufficient size to be reduced to a proportion of 1 in 10 millions. Actually we know that the maps of wide areas of South America, Africa and Asia are built up by the cartographer from a few explorers' notes and sketches much in the way that an archaeologist reconstructs a civilisation from a broken bowl and a rusty dagger, or an anatomist given a thigh bone and half a skull will present us with a Neanderthal man, every hair of whose body is numbered.

But with the coming of the aeroplane a new stage in the map makers art has been commenced. From his flying machine Sir ALAN COBHAM must have viewed more of Africa in a few months than LIVINGSTONE and STANLEY saw in the whole of their lives. And the aviator brings back not merely the results of his own observations but also a series of accurate aerial photographs. Work of this kind opens up propositions of a very practical nature. Most parts of the earth have natural resources of commercial value. In Europe every country has either mineral wealth, fertile agricultural land or forests and there is no reason to suppose that other Continents are less richly endowed. Nearly every place one

can mention is described by those who know it as "full of possibilities, awaiting development." The difficulty is finding the necessary capital for enterprise of a kind that, under the old conditions, was necessarily of a highly speculative nature. An ordinary exploring party might miss sources of vast wealth by a few miles, while blazing their single trail through the jungles of New Guinea or the Philippines or across the vast stretches of South America. But the search for oil, or gold, or land suitable for rubber becomes a very different proposition when the result of an aerial survey, conducted with speed and accuracy, can be submitted to the geologist and mineralogist.

A visit to Cambridge this week would probably reveal how very little we know about the configuration of the world and our still smaller stock of geological knowledge. And yet geology has become the divining rod of the modern world, pointing to the sources of new wealth. Far more hinges upon the work of the International Geographical Union than the producing of school atlases or the filling of those blank spaces in the map which Sir ARTHUR CONAN DOYLE and RIDER HAGGARD people with last survivors of prehistoric beasts and "lost civilizations." It means presenting capital with definite propositions for exploiting new resources whereas previously reliance had to be placed on a few adventurous spirits who would ask for funds in support of expeditions that might be highly romantic, and even productive of valuable botanical results, but were hardly likely to be profitable from a financial point of view, and therefore were by no means tempting except to the few who had money to risk on a picturesque gamble.

The stock taking sale at the Pioneer Silk Store will be continued for 10 days more in response to many requests from customers.

The total output of the Kailan Mining Administration's mines for the week ending June 30th amounted to 85,442 tons, and the sales during the period to 121,730 tons.

Last week three cases of small-pox (two fatal) and two new cases of enteric with two fatalities from this disease were reported. There were also three deaths from influenza. On Monday one case of small-pox and two of enteric were notified.

The popular and well-known surgeon of Macao, Dr. Jose Caetano Soares, is passing through Hong Kong on his return to Macao from home leave. Dr. Soares, who is looking extremely well after his visit to Europe, is returning to the Portuguese Colony alone; his wife and family are remaining in Portugal for the present.

Yesterday at about noon a collision took place off Kowloon City between a steam launch and a small fishing sampan. The sampan was overturned and the two occupants, an old woman and a man, were thrown into the sea. However, they were immediately rescued by the crew of the launch and their craft was soon righted.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—

Depressions remain to the north of Japan and over Tongking. Pressure is low to the east of Luzon where a typhoon may be forming.

Local Forecast:—East or variable winds, moderate, fine to cloudy.

## THE TATTOO EMBLEMS.

## INTERESTING EXHIBITION AT Y.M.C.A.

## BULLDOGS, DRAGONS AND BRITANNIAS.

The ninety-eight designs sent in for the Grand Tattoo Emblem competition are on view to-day in the Y.M.C.A., City Hall, from 11 a.m. to 8 p.m. They form a most interesting exhibition showing as they do a very wide divergence of artistic merit and of ideas. There are designs of such infantile weakness of technique that they must surely have been sent in by school children, others notably the winning emblem, show real craftsmanship in their clean lines and good composition.

It is perhaps the psychologist rather than the artist who will find food for study in these emblems. Britannia, the bulldog, the lion, and the Union Jack, figure in a large number and sometimes more than one of these patriotic emblems is incorporated. Such designs did not find favour in the eyes of the selection committee. Hong Kong though a British Colony, is essentially cosmopolitan, and however strong the private patriotic fervour of some of us may be, the Tattoo would not be either a financial success or in any way representative of the Colony if it were to be aggressively Britannic.

Dragons, runners-up to the bulldogs, are open to much the same objections; but no one could take exception to the amiable looking tiger lying on the red triangle like a cat on a wall. Cats are a part of home life all over the world, and though the tiger of the emblem is supposed to represent China, even the most insular of us could not regard him as a foreigner.

It is a happy augury for the success of the Grand Tattoo that this competition made so wide an appeal. Artists traditionally do not work for any material award, and in this case the prize was not a very big one.

Many nationalities and ranks of life are represented on the walls of the Exhibition. The prize winner, Mr. Pun U. Ying, is a Chinese architect and close to his sketch hangs one from the hand of a leisured lady from the Peak. Several come from Service men and one from the South China Morning Post office. If all these different people were sufficiently interested in the Tattoo to send in a design for its Emblem, they will undoubtedly wish to witness it in September. The suggested programme evidently succeeds in making an appeal to Hong Kong as a whole.

Honourable Mention. Ninety-eight designs were sent in of which ten, beside the winning emblem were awarded honourable mention as follows:—

Prize winner: Mr. Pun U. Ying, of 16, Sau Wa Fong, Hong Kong.

Very Highly Commended. Mr. K. S. Leung, Ellis Kadourie School, Hospital Road.

Mr. G. W. Arnold, 4, Torres Building, Kowloon.

Mrs. H. V. Koop, St. Paul's College Hostel.

Highly Commended.

Mr. H. F. Baptista, Messrs. She-

wan, Tomes & Co.,

Lotte Wierink, 581, Nathan Road,

Kowloon.

Q.M.S. Martin, R.E., 11 "B" Block, Kennedy Road.

Commended.

Mr. A. Abbas, c/o Lowe, Bing-

ham & Matthews.

Pte. N. Colbran (723851) Trans-

port Section, Queen's Royal Regi-

ment.

Mr. Harry Lai, 904, Canton Road

(top floor).

Mr. Jose Goulart D'Aquino, c/o

C. E. Warren & Co.

CRIMINAL SESSIONS OPEN

TO-DAY.

FOUR CASES ON THE

CALENDAR.

Criminal Sessions open to-day. There are four cases on the calendar, one of which will be heard at the Chief Justice's Court. The prisoner is Au Shiu who is charged with being implicated in the robbery of 600 gold bars from the steam-launch *Wo Fat Shing* in the harbour on October 18th, last year.

Before the Puisne Judge, Mr. Justice P. Jackson, Lai Tak and Man Yun will face a charge of robbery at Yaumati on May 20th. The other two cases concern To Man and Lo Lau who are alleged to have tried to rob a woman at Kowloon City Road on June 20th.

Two other Chinese, Teang Yu and Teui Chiu will also be charged with committing a robbery at Gaeoigne Road on June 18th.

## UNAUTHORISED PROTECTION CORPS TO BE BANNED.

## THEY FELL INTO BAD HANDS.

## KWANGTUNG GOVERNMENT ORDER.

The Department of Finance, says the *Canton Gazette*, has circularised all magistrates, instructing that strict measures be exercised to suppress unauthorised organisations who exact illegal tribute from the country people under the style of protection fees.

The circular states that according to a letter received by the Provincial Government, Council from Military Headquarters, the establishment of Rehabilitation Centres in the various regions has enabled the formation of a comprehensive system of defence and patrol, both by land and water. Now that government troops are effectively policing the land, special organisations for the protection of shipping trade are unnecessary and superfluous, and should be dispensed with and disbanded.

Frequently such Protection Corps are started in sincerity and good faith but as time passes their control slips into the hands of unscrupulous people, who, instead of using fees collected to further protection measures, apply the money to their own ends.

Since the Rehabilitation measures are maintaining peace and order to such good effect, the Shipping Protection Bureaux on the West and North Rivers have been abolished since the beginning of the month, while the patrol boats have been transferred to the Preventive Service Bureau of the National Revenue Controlling Committee.

The circular to the magistrates bears particular reference to local organisations holding no recognition from the authorities.

## CANTON MARRIED COUPLE EXECUTED.

## FALSE CHARGE AGAINST CREDITOR.

A married couple was recently shot for falsely accusing others of being communists. The woman had been a member of the Service Squad of the Garrison Headquarters, but had been dismissed for malpractice.

The husband was heavily in debt, and with his wife conceived a plot by which he would be rid of his creditor. The two concocted a letter charging certain people were members of the Communist Party. The letter was sent anonymously to the Garrison Headquarters, whose forces took action and apprehended the persons named. On investigation one of the detained persons recognised the handwriting of the letter, protested his innocence and said it must have been a plot to get rid of him since the writer of the letter was indebted to him. The promissory note was produced in support of this man's protest. The Secret Service Corps acted on this testimony, and on finding further evidence of the conduct of the guilty pair, submitted them to trial by military law, when they were found guilty and sentenced to death.

The innocent persons were released.—*Canton Gazette*.

## VOLUNTEER'S PROMENADE CONCERT.

## FRIDAY'S PROGRAMME.

Fine weather is now all that is required to ensure the success of the first of this season's Promenade Concerts organised by the Concert Committee of the Hong Kong Volunteer Defence Corps, which is to take place at the Volunteer Headquarters on Friday evening, commencing at 9.15.

Mr. W. H. Fitz-Earle, A.R.C.M., the Bandmaster of the 2nd Battalion The King's Own Scottish Borderers, has arranged a very fine programme of band music, including a number of well-known selections. The soloist for the evening will be Mrs. O. C. Womack, who is singing to band accompaniment, "The Heart of a Rose" (Nicholls) and "Berceuse de Jocelyn" (Godard). The full band programme is as follows:—

Grand March—"Spirit of the Pageantry" (Fletcher).  
Overture—"Maritana" (Wallace).  
Selection—"Lilac Time" (Schubert).  
Cornet Solo (Echo) "Sizilietta" (Blon).  
"Aloha" Septette.  
Alpine Scene—"Les Echo des Bois" (Damaris).  
Overture—"William Tell" (Rossini).  
Three Dances—"Henry VIII" (German).  
Selection—"The Gondoliers" (Sullivan).

It is to be hoped that there will be a large attendance at what is hoped to be but the initial concert of a series.

## DARING PIRACY OFF SINGAPORE.

## JUNK LOOTED AND CREW IMPRISONED.

## PIRATES POSE AS REVENUE OFFICERS.

SINGAPORE, July 9th.

A daring piracy—the first to be reported in local waters for some years—occurred in the early hours of yesterday morning, when a gang of armed Chinese boarded a junk off Seaview Hotel, rifled the vessel, and left her at anchor with the crew secured in the hold, where they were imprisoned for ten hours.

The tongkang, left Singapore harbour after midnight on Saturday, and while off Seaview Hotel was hailed by four Chinese in a sampan. Representing themselves to be revenue officers, the men, called on the tongkang to stop, to be searched for contraband chandu. They were allowed to board the craft, whereupon revolvers were drawn, and the crew of five ordered to enter the exceedingly cramped quarters of the fore hatch, which was then nailed down.

The pirates anchored the vessel, and from their prison the crew heard the arrival of another craft, apparently a twakow, into which the general cargo on the tongkang was rapidly transferred. The pirates then left, and after 10 hours in the hatch the crew, rendered desperate by the close confinement and the heat, managed to break out. They then discovered that the rudder had been detached, the sails out, and the oars thrown overboard. They hailed a passing craft and were towed in to port.

There have been no arrests so far, and with ten hours in which to get away the chances of the pirates in escaping safely with their booty are naturally very bright.—*Straits Times*.

## A TEA HOUSE KEEPER'S ESTATE.

## CHINESE WIDOW DIED INTENTATE.

Estate in the Colony to the value of \$9,890.54 was left by a Chinese tea house keeper, which he entrusted to two friends until his son should attain majority.

The deceased was Kwok King Fu, otherwise known as Kwok Lai Shan. He owned the Chung Wah Tea House at 18, Des Vaux Road Central, and the Fu Lan Tea House at No. 80, Queen's Road West. Prior to his death at Tung Kau village, Pun U. district, on February 11th, 1923, deceased made his will in which he stated that he had been ill for a long time and as all treatment in Hong Kong had proved ineffective, he was going back to his native country for "recuperation and treatment." His son, he said, was too young to take over the control of the business, and in the event of death overtaking him, he entrusted his property to Kwok Ping Hok and Leung Yat Cho to hand over to his son when the latter has reached manhood.

Probate of deceased's will has been granted to the executors named.

## Local Compradore's Inheritance.

A Chinese woman who died intestate at No. 14, Fat Luk Po Street, Canton, on March 18th, 1923, left property in the Colony amounting to \$3,500. Letters of administration have been granted to deceased's husband, Wong Man Tsang, who is a compradore to a firm in Exchange Building.

## ANTHROPOLOGICAL PARTY FOR YUNNAN.

During the summer vacation, the School of Anthropology of Chung Shan University will send an expedition to study the habits and conditions of the Lolo tribe of Yunnan. The party making the trip consists of Mr. S. M. Shirokogoreff, professor of anthropology of the school, with his wife, and Mr. Yuan Shan Chi and Mr. Yuan Shu Tan. The party will leave Canton about the 15th of July, proceeding to Yunnan by way of Annam. They expect to pursue their investigation for three months.



**DANGER POINTS IN FENGTIEN PEACE NEGOTIATIONS.****CONTROL OF MANCHURIA AND RETURN OF ROLLING STOCK.****YANG YU TING SUPERVISES BORDER DEFENCE.****T. V. SOONG ARRIVES IN PEKING.**

The Fengtien peace negotiations show little sign of coming to any definite conclusion. Members of the delegation have cabled to Chang Hsueh Liang at Mukden Marshal Chiang Kai Shek's early requirements, but the only reply which they have received has been utterly non-committal. Meanwhile Chiang Kai Shek's representative has arrived at Mukden, where he has been very warmly received by Chang Hsueh Liang, and another peace delegate has been despatched by the Fengtienese from Mukden to Nanking.

The main questions over which difficulties are likely to be raised are two. If the Nationalist Government insists that Kuomintang leaders shall be put in control of Manchuria, the present Fengtienese generals are certain to become violent antagonists of the settlement. The second question is that of the rolling stock carried off to Manchuria with the retreating Northern armies. Chang Hsueh Liang is reported to be willing to return half of this, but Chiang Kai Shek is standing out for the return of everything.

The question of treaty revision is still occupying the attention of the Foreign Office at Nanking. According to the vernacular papers, Italy, France and Denmark have expressed themselves as willing to enter into negotiations for the arrangement of new treaties, but the general attitude of the Powers seems to be exemplified by Japan, which maintains in effect that the Nationalist Government must first show itself willing and able to protect the lives and properties of other nationals before it can reasonably ask for an increased degree of control over them.

**CRUCIAL QUESTIONS.**

[THROUGH REUTER'S AGENCY.]

PEKING, July 17th.

The Fengtien delegates were still at Peking this afternoon. It is understood that they referred to Chang Hsueh Liang certain preliminary proposals made by Chiang Kai Shek and are awaiting his reply from Mukden. When that comes they may go to Mukden to lay more definite terms before Chang Hsueh Liang.

Meanwhile negotiations between the delegates and Chiang Kai Shek's subordinates are continuing.

At least two difficult questions to be surmounted are whether the present leaders will be allowed to remain in control of Manchuria or whether Kuomintang nominees shall replace them, and the return of rolling stock, of which it is reported that Chang Hsueh Liang is willing to return half, but Chiang Kai Shek is demanding all.

The question of supplanting the leaders may be made easier for the Kuomintang if the Manchurian Generals quarrel among themselves, as seems not improbable.

**MUKDEN'S ATTITUDE**

(Tsun Wan Yat Pao.)

SHANGHAI, July 17th.

General Chang Hsueh Liang has telegraphed to his delegation in Peking, expressing his attitude towards the Nationalists' proposals for peace. He adds that "the present Manchurian Government is called a 'public safety government' and therefore it is in principle a democratic government." He says nothing concrete in answer to the Nationalist leaders' demands.

**SOUTHERN DELEGATE AT MUKDEN.**

[THROUGH REUTER'S AGENCY.]

MUKDEN, July 17th.

The first delegate from Chiang Kai Shek, Liu Kwang, arrived here yesterday and was cordially welcomed by Chang Hsueh Liang. Lu Jung Kwan, President of the Chinese Eastern Railway, and a Manchurian peace delegate, has left for Nanking.

**MANCHURIA'S FLAG.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 17th.

A message from Nanking says that it is understood the Fengtien peace delegates have left Peking for Mukden carrying a request from Marshal Chiang Kai Shek to the Fengtien leaders to haul down the five barred flag and to hoist the Nationalist standard. The Nanking Government expects that the Nationalist flag will be flying over Manchuria by the end of the month.

**JAPANESE TREATY.**

(Wah Tsai Yat Pao.)

SHANGHAI, July 17th.

Dr. C. T. Wang has notified the Japanese Government that the existing Sino-Japanese treaty will expire on the 20th inst. and will be duly declared null and void.

**BOOM IN MOTOR SHIPS.****BRITISH YARDS' ACTIVITY.****45 PER CENT. OF WORLD PRODUCTION.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 17th.

The continued progress of internal combustion engines is indicated by Lloyds Shipbuilding Returns for the quarter ending June 30th, not only from the fact that 1,500,000 tons of motor ships are being constructed throughout the world as compared with 1,138,000 tons of steamers, but this programme of construction includes sixty-six motor ships of 8,000 tons and upwards as contrasted with twenty-one steamers of a similar size.

The total construction of British yards at present is 1,203,000 tons, representing a reduction of 238,000 tons as compared with the previous quarter.

Britain is now producing 45 per cent of the world's ships as against 57 per cent. before the war.

**DRUG TRAFFIC IN GREAT BRITAIN.****NO BRITISH FIRMS INVOLVED.****BIG COCAINE SEIZURES.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 16th.

The British Government's annual report to the League of Nations in regard to the traffic in opium and other dangerous drugs during 1927 shows that no information has been received that any firm in Great Britain has engaged in the smuggling of drugs, while it is a fact that no seizures of drugs of British manufacture were reported during the year.

In addition to drug seizures made in Great Britain, many seizures are reported from India, Rangoon, Singapore and Hong Kong.

The British Government had already communicated information in this connection and other information in regard to illicit traffic to the League, and also to any Governments whose territories appeared to be concerned in any illicit transaction discovered.

Much valuable information has been received from other Governments under the arrangements for a direct interchange.

The report mentions that two important seizures of cocaine have already been made in London this year. The first was a large consignment of cocaine of Japanese manufacture which was smuggled in by a Lascar on a vessel from the Far East. The other seizure was of cocaine of German manufacture, exported from Germany to a firm in Lithuania and smuggled from Lithuania by a Lithuanian residing in London.

**YEN SHIH SHAN'S TOUR.**

[THROUGH REUTER'S AGENCY.]

PEKING, July 17th.

It is learned that Yen Shih Shan will leave for Tientsin when Chiang Kai Shek departs from Peking. General Yen will inaugurate the Shanai Political Committee, after which he will go to Nanking by rail to attend the Fifth Plenary Session. He will return to Peking in the middle of August.

**TO GO TO NANKING.**

(Tsun Wan Yat Pao.)

SHANGHAI, July 17th.

General Yen Shih Shan has telegraphed to the Nanking Government saying that he is prepared to proceed to Nanking to attend the coming Fifth Plenary Session. He will return to Shansi shortly for one week's sojourn and then journey to Nanking.

**VERDICT FOR CAPT. BARRETT.****LETTER TO MUNICIPAL COUNCIL.****NO MALICE WHATEVER.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 17th.

In His Majesty's Supreme Court for China this morning, a case opened in which Mr. William Beatty, former Assistant Commissioner of the Shanghai Municipal Police, is suing Captain E. I. M. Barrett, the Commissioner of Police, and the well-known Inter-port cricketer, for Tls. 50,000 damages.

The claim is based upon a letter written by Captain Barrett to Mr. S. M. Edwards, the Secretary of the Municipal Council, which Mr. Beatty alleges resulted in the Council refusing to renew his contract.

[LATE.]

The Barrett case was dismissed, the jury without retiring returning a verdict for Capt. Barrett and finding that he was actuated by no malice whatever. The defendant was awarded costs.

**THE HYDE PARK CASE.****DISCIPLINARY INQUIRY RULED OUT.****NO DISCREDIT TO POLICE.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 16th.

Arising out of the inquiry into the interrogation of Miss Irene Savidge, the Home Secretary was asked in the House of Commons to-day whether it was proposed to institute proceedings for perjury against the two police constables who arrested Sir Leo Chiozza Money and Miss Savidge in Hyde Park.

Sir William Joynson-Hicks, replying, said that Sir Archibald Bodkin, the Director of Prosecutions, had advised him as Home Secretary that there was no justification for prosecution of the officers concerned. Sir William had agreed with Sir Archibald Bodkin's view.

In reply to another question, Sir William said that as prosecution was not justified no question of a disciplinary inquiry could arise.

The Home Secretary told the House that he had informed Sir William Horwood, the Commissioner of Police, that in his opinion the action of these officers in the Savidge case should not be regarded as in any way reflecting to their discredit.

**ITALIAN STATESMAN'S DEATH.**

[THROUGH REUTER'S AGENCY.]

ROME, July 17th.

The death has occurred of Signor Giolitti, former Premier of the Italian Government.

**HALLAM BY-ELECTION.****CONSERVATIVE WINS.****NO CHANGE.**

[THROUGH REUTER'S AGENCY.]

The by-election for the Hallam Division of Sheffield, which fell vacant owing to the appointment of Major-General Sykes as Governor of Bombay, has resulted in the retention of the seat by the Conservative Party by a reduced majority.

Mr. L. W. Smith (Cons.) 9,417  
Mr. C. R. Flynn (Lab.) 5,383  
Mr. J. B. Hobman (Lib.) 2,715  
Cons. majority 4,034

**HARSH CRITICISM OF "ITALIA."****"INHUMAN VILIFICATION."****ENQUIRY INTO DEATH OF MALMGREN.**

[THROUGH REUTER'S AGENCY.]

ROME, July 17th.

Bitter resentment is expressed by the Italian newspapers at the criticisms published in German, French and Scandinavian newspapers on the Noble expedition generally.

The expedition has been described in Germany as "a typical manifestation of the bragging empty spirit of Fascist expansionism."

The circumstances of the death of Professor Malmgren are particularly commented on. The *Tribuna* declares that Mariano, Zappi and Malmgren were soldiers under military discipline and had to carry out to the death General Nobile's order to proceed to Cape North and seek assistance. Zappi would probably have been compelled to abandon Mariano in a similar way, if they had not been imprisoned on an ice floe.

The *Giornale d'Italia*, referring to "this inhuman campaign of vilification," says "we respect Sweden's grief at losing Professor Malmgren, but we are entitled to insist that Sweden shall understand and respect Italy's grief at the loss of the *Italia*." The newspaper adds "the version of Mariano and Zappi of their farewell to Malmgren cannot and must not be discussed."

STOCKHOLM, July 17th.

The Government consider an enquiry into the extraordinary circumstances of the death of Professor Malmgren is desirable, but has not yet decided upon the procedure.

**Curious Discovery.**

ROME, July 17th.

A message from King's Bay states that when the members of General Nobile's party cut up the body of the bear shot by Professor Malmgren after the crash of the *Italia*, they found fragments of an Italian newspaper and also material, thought possibly to be a portion of the envelope of the airship torn off in the crash.

**Soviet Aviator Safe.**

Moscow, July 18th.

The pleasing news has been received by wireless from the ice-breaker *Krasin* that Captain Tchukovsky and his four companions, who were wrecked near Cape Platen after the reconnaissance flight in which Major Zappi and Major Mariano were sighted, have been picked up.

They were reached by the *Krasin* at about ten o'clock last night.

**MORE RIOTS NEAR CALCUTTA.****QUARREL OVER DISMISSAL.****23 SHOT BY POLICE.**

[THROUGH REUTER'S AGENCY.]

CALCUTTA, July 16th.

A serious clash between Police and rioters is reported from Fort Gloster, about twenty miles from Calcutta, where 23 mill-hands have been seriously injured, four of the ringleaders placed under arrest, and a number of police hurt as the result of rioting at the jute mills there.

The trouble is alleged to have been due to the dismissal of four of the mill-hands. Their friends gathered and rushed the office, hurling missiles.

The Police were hurriedly summoned and eventually, after trying to quieten the rioters, were obliged to fire on the mob.

**THE SPANISH OIL MARKET.****AMERICAN COMPANIES' EFFORTS.**

[REUTER'S AMERICAN SERVICE.]

New York, July 16th.

The Pan-American Petroleum and Transport Company and the Atlantic Refining Company are reported to be negotiating for the management of the Spanish oil monopoly on a long-term contract for the supply of refined oils in the Spanish market.

**GRANT FROM BOXER INDEMNITY.****HONG KONG UNIVERSITY'S POSITION.****A FORLORN HOPE.**

[THROUGH REUTER'S AGENCY.]

LONDON, July 16th.

The impetuosity of the University of Hong Kong was again the subject of attention in the House of Commons to-day.

The Colonial Secretary was asked if a grant could not be made to the University from the Boxer Indemnity Fund, and Mr. G. Locker-Lampson, the Under-Secretary, replying said the University authorities should submit their claim for a grant under the China Indemnity Act of 1925 for the consideration of the Board of Trustees as soon as the Board was established.

Mr. J. S. Wardlaw Milne (Cons.) asked if there was any likelihood of this Board being appointed.

Mr. Locker-Lampson replied that if it would be most difficult to spend any of the money available in the Boxer Fund while present conditions in China lasted.

**NEW MARVEL OF SURGERY.****ORGANS REVEALED ON A SCREEN.****X-RAY REVOLUTION.**

A quiet corner house in Baker-street, London, contains a complicated piece of electrical apparatus which is expected to revolutionise the work of doctors in diagnosing disease, says the *Daily Express*.

The basis of the apparatus is the X-ray, but years of research by Herr Bornhardt, a German, who was educated in London, have resulted in long-standing difficulties being overcome.

The diagnosing machine throws on a screen a shadow picture in relief, stereoscopic fashion, so facilitating the work of diagnosing the patient's trouble. Hitherto the X-ray apparatus in use has shown only a flat picture, without rotundity or depth. The new invention, by an arrangement of special delicate X-ray tubes, enables the doctor to view the affected part as though his eyes could penetrate the surrounding flesh.

**Quick Adjustment.**

The back and front of the heart, or any other organ, can be shown on the screen, one after the other, without the sifter changing position, or the operator wasting time in adjusting machinery. A slight and quick adjustment of a switch controlling the electrical apparatus is sufficient.

Accurate diagnosis of the seat of the trouble is a matter of seconds. The operator sits in a darkened room before the machine, viewing the screen through two eye-pieces mathematically adjusted to his vision. The specially cooled X-ray tubes glow. The patient takes position. The low hum of a generator fills the room. The screen lights up and is suddenly filled with a picture.

It is one of the body's organs viewed from the front, a moving shadow against the dull white of the screen. A switch clicks, and though the patient has not moved, the reverse of the picture shows on the screen.

The surgeon has seen as much as though flesh had been removed and his practised eye and hand had done their task.

**X-RAY MARTYR.****PREMIER TO CONSIDER THE CASE.**

A suggestion that the Prime Minister would consider recommending some appropriate method by which the State could show its appreciation of the heroic life work of the late Mr. Arthur Augustus Parsons was put forward in the House of Commons on June 25th.

Dr. Vernon Davies, who made the suggestion, recalled the fact revealed at the inquest last week that Mr. Parsons, who was radiographer at the Seamen's Hospital, Greenwich, for over twenty years, and for six years previously at Westminster Hospital, died from cancer contracted from exposure to X-rays in the course of his duty. Mr. Baldwin replied that if Dr. Davies would send him full particulars with regard to the case, he would look into it.

**FRANCE'S VIEWS ON THE PACT.****TOO WIDE A SCOPE.****IMPATIENCE OF BRITISH DELAY.**

[THROUGH REUTER'S AGENCY.]

PARIS, July 16th.

The French Reply to Mr. Kellogg's note has now been made public, and states that France will be happy to see the proposed treaty negotiated.

The proposals submitted by Mr. Kellogg accord to France her obligations under existing treaties, to which she is compelled loyally to adhere, and, therefore, the French Government is quite prepared to sign forthwith the proposed Treaty.

It is, however, pointed out that the proposal that the signatories to the Treaty of Locarno should sign neutrality treaties which will be open to other States gives the proposed Pact a wider scope than fits in entirely with French views.

The French Reply expresses gratification at the explanations appended to the American proposals by which the American Government recognises the French Government's contention that the Treaty can in no way restrict or compromise the right of self-defence of any nation against attack or against invasion, each nation being the sole judge of whether the circumstance warrant recourse to defensive warfare.

**Dilatory Tactics.**

LONDON, July 16th.

The British Government were again attacked in the House of Commons to-day for alleged procrastination.

Sir Austen Chamberlain was asked whether the Dominions replies had been received, and invited to state the methods of communication.

Sir Austen said that replies had not been received from all Dominions Governments as regards the proposals, and added that communications between His Majesty's Government and the Dominions Governments in connection with the Treaty were being made by cable.

**Dominions' Replies.**

The Foreign Secretary also stated that he hoped to be in a position to hand the British Reply to the United States Charge D'Affaires in London on July 16th.

Asked if the Dominions replies would be published, Sir Austen said that doubtless the replies of the Dominions Governments and the Indian Government would be published by those Governments in due course.

Why, asked a member, is it possible for the French and German Governments to make up their minds on this most important matter so much sooner than the British Government?

Sir Austen pointed out that His Majesty's Government had already made up their minds, but it was necessary to communicate with the Dominions before replying.

**Free State in Favour.**

DUBLIN, July 16th.

The Irish Free State Government has handed a Note to the United States Minister to Dublin, in which the proposals for a Treaty for the outlawing of war are unreservedly accepted.

**THE MILITARY CONTRIBUTION.****LORD PLUMER LEAVES PALESTINE.****"PRESENT POSITION INTOLERABLE."**

JERUSALEM, June 25th.

Lord Plumer, who for the past three years has been High Commissioner of Palestine, is leaving at the end of July.

I understand he refuses to serve another term owing to sharp differences with the Colonial Office concerning the division of the coats of the Transjordanian force between the British, Exchequer and Palestine, writes the *Daily Express* correspondent.

The High Commissioner considers the present position intolerable in view of the deficit in the Palestine Budget of more than £1,000,000 at the end of last year. It would, he says, necessitate a reduction of about 15 per cent. in the expenditure on all the services.

Rumour persistently mentions as Lord Plumer's successor the name of Sir Gilbert Clayton, who has a long record of distinguished service in the Near East. Sir Gilbert was for three years Chief Secretary in Palestine.

The Colonial Office announced on June 25th that Lord Plumer would vacate the appointment of High Commissioner for Palestine and Transjordan in the autumn of the present year. He will leave Palestine at the end of July on three months' leave, preceding retirement.



## INTERPORT TENNIS.

TIENTSIN v. SHANGHAI.

A. L. RUMJAHN BEATS WADE.

While Hong Kong failed against Shanghai two months ago, Tientsin have succeeded. In the Interport between Shanghai and Tientsin just concluded at the former place, the latter emerged victorious by three matches to two. The issue was decided on the best of five matches consisting of three Singles and two Doubles.

Of particular interest to the three ports is the performance of A. L. Rumjahn, brother of S. A. Rumjahn, who beat Wade, the Shanghai Champion, in a stiff struggle by three sets to two. Details are not yet to hand, but from the final score it is suggestive of a splendid match as the Shanghai player is noted for a tenacity of purpose possessed only by a few players, while Rumjahn has youth and vigour in his favour.

The result of this match no doubt turned the issue in favour of Tientsin. At the beginning Shanghai won one Singles and a Doubles match. Tientsin followed by winning a Doubles. Two Singles remained to be decided, and it was in one of those two that A. L. Rumjahn met Wade. This is the second time Shanghai have lost to Tientsin. The Interport last year being the first.

A. L. Rumjahn has a large circle of friends here and although he was only fifteen years of age, he showed up very well in the League a few years ago. He left here for Tientsin in 1924 and became runner-up in the Open Singles there in 1925, winning the Championship in 1926 at the age of 18, but losing it again last year.

## HONG DOUBLES.

In the second round of the Hong Doubles Tournament, C. L. Sandes and H. Graves (Mercantile Bank) rec. 15 met and defeated R. M. Chaloner and H. Spicer (B. & S.) rec. 15/3 yesterday by two sets to love, 8-6, 6-3. The winners now meet J. S. McEachran and A. Reid (Chartered Bank) owe 15 in the third round.

## To-day's Match.

O. E. C. Marton and M. H. Turner (Deacons) owe 2/6 v. J. B. Way and T. P. Sanderson (H.K. Electric Co.) rec. 15.

## BUILDING A NEW CAPITAL.

ANGORA'S SEARCH FOR A TOWN-PLANNING EXPERT.

## CONSTANTINOPLE.

The new Turkish "Direction for the construction and beautifying of the town of Angora," which has just been created in dependence on the Ministry of the Interior, is looking for a foreign town-planning expert to direct the future development of the capital. Instructions, to search for an expert have been sent to Turkish legations and embassies abroad.

The building of the capital and its extension in the direction of the suburb of Tchankaya has reached a critical point. The Ministry of the Interior will fix the budget for the "Town-planning Direction," and a loan up to £500,000 can be contracted on terms to be decided by the Cabinet and guaranteed by the Finance Ministry. A 5-years programme of construction is to be drawn up and approved by the Cabinet.

The chief difficulty of making Angora inhabitable all the year round to its fast-growing population is the lack of water and shade. The latter has been to some extent provided, but the water question remains to be taken in hand by the town-planning expert.

So far no move has been made to begin building the new premises of the British Embassy at Angora, although the diplomatic work at the capital is increasing. The Treasury has been unable to set aside the necessary sum for building to commence.

## NO BOOKIES FOR SHANGHAI.

INTERESTING DECISION OF THE GREYHOUND RACING CLUB.

THE PARI-MUTUEL ONLY.

Since the inauguration of greyhound racing in Shanghai the question has come up whether it would not make the sport more interesting if in addition to the pari-mutuel, bookies were permitted to function, says the *North China Daily News*. It is well-known, of course, that quite a number of private individuals are in the habit of making book among their circle of acquaintances not only for greyhound but for all other forms of racing, but this naturally does not affect the issue. The point really comes down to whether the introduction of the professional bookie would be advantageous or otherwise to Shanghai. In this connection the decision taken by the authorities of Luna Park is of very great importance. We understand, continues our Shanghai contemporary, that at a committee meeting held this week the matter was discussed, and the decision arrived at was that the only betting at Luna Park should be through the pari-mutuel.

## Bookies' Covetous Eyes.

It is understood that bookies in other parts of the world have been casting covetous eyes towards Shanghai as a field for their activities, and that, were there the semblance of a chance to do business, numbers would lose no time in making their way here. The danger always attendant upon the introduction of a new feature such as this is that among the number would probably be a proportion of the undesirable element. One can imagine what the effect would be should it happen that crooked work was discovered proceeding in the enclosures of any of the racing clubs here, and as it would be impossible in the first instance to discriminate between the respectable bookies and those of the other variety, it is better that no risk at all should be run, for once anything of the kind we have hinted at occurred, the damage done would be irreparable, not only to racing but to the reputation of the whole foreign community.

In the circumstances bookies will not be allowed by the Greyhound Racing Club, which ruling will probably appeal to the majority as being very sound.

## MENTAL PATIENTS' SPORTS.

INTERESTING MEETING IN IPOH INSTITUTION.

IPOH, July 8th.

Despite the races and other counter-attractions over a hundred leading Europeans and others, the British Resident and the Raja Bendahara were present at the sports at the Central Mental Hospital on Saturday, where there are over 3,000 patients, besides a thousand attendants. Some of the patients put up excellent running and jumping performances, hundreds freely and happily enjoying the fun.

Dr. and Mrs. Samuels are to be heartily congratulated on the unique success and good sport and the healthy all-round spirit shown. It is a well known fact that on an average more than a hundred of the patients are discharged annually. —*Straits Times*.

## BOMB OUTRAGE AT PENANG.

SUSPECTED ANTI-JAPANESE PLOT.

PENANG, July 10th.

A sensation was caused in Beach Street by the explosion of a bomb in the shop of Chop Lim Jeng Hoo. The person responsible for throwing the bomb is not known but it is believed that anti-Japanese feeling had something to do with the matter as the towkay has been suspected of importing Japanese goods.

The clerks, who were counting the day's takings at a table near the front door, heard a terrific noise as the bomb exploded and the shop was soon filled with smoke. The towkay's son, a boy of 14 years of age, was seriously injured and was removed to hospital, where he died this morning. Two of the clerks were also injured but their condition is not serious. —*Straits Times*.

## AGRICULTURE IN MALAYA.

RICE PRODUCTION.

LOCAL MARKET FOR TEA AND COFFEE.

The principal agricultural industries of Malaya are dealt with in the annual report of the economic division of the Agricultural Department of the F.M.S. Extracts from this document are given below:—

## COPRA.

Owing to the difficulty of finding large areas of suitable land it is unlikely that any great expansion of the copra industry in Malaya can be expected.

Twelve years ago the area under coconuts was stated to be 187,800 acres, while at the present time it is computed to be 183,400 acres. The difference of 4,400 acres cannot be accountable for the increase from 7,700 tons to 65,800 tons of copra exported. The explanation for this increase, even allowing that the early statistics of area may be less accurate than the present, is that the heavy period of planting must have been a few years prior to 1914, the effect of this period of planting being only now reflected on yield.

## RICE.

The economic division addressed a memorandum to the Secretary for Agriculture on the general question of rice supplies of Malaya. It was pointed out that on account of growth of population and establishment of other industries, the population of many rice eating countries could no longer satisfy, from internal sources, their rice requirements. In consequence, such successive year witnessed stronger competition for the surplus rice of India, Siam and Ceylon. The Malay States were compelled to enter into competition for the purchase of supplies.

The result of the growing competition is seen in the ever increasing price of rice, which is reflected in the general increased cost of living in this country. Proposals concerning the storage of rice or padi do not strike at the root of the trouble; storage would only be effective in insuring against temporary embarrassment of a food shortage caused by inability to import sufficient rice. The only solution to the problem, in so far as it affects Malaya, is by increased rice production within her territory. Suggestions are made towards the attainment of this object, which recent development indicate may be followed.

## Oil Pains.

While no sensational development of this new industry was made during the year, the progress of planting and the general development of estates has proceeded unchecked.

There are now twenty-five oil palm estates, an increase of six over the previous year. Of these, three estates have over 2,000 acres planted, four estates have between 1,000-2,000 acres planted, and ten estates have between 400-800 acres planted. The amount of reserve land held by oil palm estates is 18,400 acres. In addition, during 1927, over 8,000 acres of land was alienated for oil palm cultivation.

## Coffee.

There has been a noticeable increase in the planting of coffee during the year. In view of the very large imports of coffee for consumption in Malaya, this increase is most encouraging. The position has not changed materially since the last report of this Division was written, when it was pointed out that some 25,000 acres more of the country self-supporting in this respect. In addition to the local market, there would appear to be excellent prospects of business with other countries.

## Pineapples.

The area under pineapple cultivation is well maintained, and there is no reason to anticipate a falling off of supplies in the near future provided the demand remains reasonably steady.

The market experienced many vicissitudes during the year. Producers held out for higher prices, which overseas markets would not meet, thereby causing the accumulation of abnormal stocks. The position was aggravated by a smaller demand from the United Kingdom, due to bad weather and competition. Local financial adjustments were finally effected which eased the situation, the produce coming on the market at London ruling prices. (Continued on next column).

## MRS. DYNE'S AFFAIRS.

£30,000 BORROWED FROM HUSBAND.

A DEALER IN FOREIGN CURRENCY.

LONDON, June 27th.

The first meeting of creditors was held yesterday at Bankruptcy Buildings, Carey-street, W.C., by Mr. Waterer, Assistant Official Receiver, under the receiving order made recently against Mrs. Aminta Bradley Dyne, who was the central figure in the notorious franc case. Messrs. Ironmonger and Co., foreign bankers, of Angel-court, Throgmorton-street, E.C., lodged a proof of debt for £20,971, less security which they valued at £2,158.

Mrs. Dyne, who was described as a dealer in foreign currency and exchange, had previously been sued by Messrs. Ironmonger for £28,633 in respect of dealings in foreign currencies, and judgment was given for the bankers.

Mr. H. Wright, for Messrs. Ironmonger, said they relinquished their security for the benefit of any other creditors. Mr. Waterer said that Mrs. Dyne had stated that her dealings had been purely personal with the exception of those rare occasions when they were on behalf of friends, namely, Mr. Gregory, Mr. O'Malley and Commander Maxie, all of whom were connected with the Foreign Office, and another friend in one small transaction only.

In September 1909, when she married Mr. Musgrave Bradley Dyne, a sculptor, she had no means whatever. Before August 1923 she had not speculated on her own account, and even then it was at the instance of her husband, who was going abroad.

Between June 1917 and shortly before the armistice she was in the Foreign Office as a private secretary to Mr. Gregory at £3 or £4 a week.

## Husband's Help.

Afterwards she returned to private life, and in February 1924, without her husband's knowledge, she began to speculate in foreign currency. By April 1924 she had lost £15,500, but her husband lent her enough to clear her losses, and by the end of that year she had borrowed £30,000 from him.

In January 1926 Mrs. Dyne resumed her speculation and by April had recouped all her previous losses, but subsequent speculation resulted in a loss of £28,938. Her husband refused further assistance. She was now manageress to a firm of antique dealers in the West End at £8 a week.

## No Assets.

At date of the receiving order she said that she had in her possession approximately £35. She now had no assets of any description. Her jewellery, she sold last January to a Mrs. Churchill, now in America, and the cheque in payment was paid to her solicitors towards the costs.

A resolution was passed for the appointment of Mr. E. H. Hawkins as trustee of the estate.

Mr. Waterer (to Mr. Wright): I suppose you do not know of any assets?

Mr. Wright: We live in pious hope.

## Ginger.

The possibilities of producing ginger on a commercial scale are being investigated. The present important production countries are Jamaica, India, Sierra Leone, Japan and China. In the aggregate, countries export about 12,000 tons of which half is produced in Japan and China. Through the good offices of a firm in China, and of the Hong Kong General Chamber of Commerce, detailed information of the China trade in ginger has been obtained. These facts will be studied in relation to the possibilities of production in this country. —*Tea*.

The possibilities of the profitable production of tea is of importance when it is realized that the local consumption in 1927 amounted to nearly ten million pounds in weight, valued at over four million dollars. Samples of the grades of tea consumed in Malaya, together with prices, were submitted to a planter with practical experience of tea cultivation. Provided that tea of the grades desired can be produced locally, a considerable local market awaits the development of the industry.

## LONDON LOVERS SHOT DEAD.

ST. JOHN'S WOOD TRAGEDY.

GIRL KILLED WHILE COOKING BREAKFAST.

A house in Hamilton-terrace, St. John's Wood, was the scene of a dramatic love tragedy, involving the loss of two lives.

When Scotland Yard detectives arrived in answer to a summons they found a girl and man dead. They were:—

Jenny Hughes, a pretty 23-year-old servant, employed by Mr. John West, and

Her fiancé, George Tytherleigh, whose address is given as Bloomfield-road, Paddington.

Tytherleigh, it was stated to the detectives, called at the house. As the girl opened the door he is alleged to have fired a revolver. She fell fatally wounded.

He went at once to the basement, where, it is stated, he shot himself through the head.

The man died immediately and the girl shortly afterwards. The couple had been keeping company for some time. It is understood that Tytherleigh had become depressed through finding himself unemployed.

## "Very Quiet."

Tytherleigh lived with his mother and two grown-up sisters in Bloomfield-road, Paddington. He was 22 years of age, and had recently been employed by a provision merchant in Edgware-road.

A neighbour told the *Evening Standard*: "Tytherleigh was a very quiet, decent sort of young man. He was always nicely dressed and had very pleasant manners. He kept himself to himself, and I can't think anybody around here knew he was walking out with a girl."

The scene of the tragedy is in a residential thoroughfare running off St. John's Wood-road. The three-story dwelling, distinctive because of its green shutters, is occupied by a retired architect named Mr. John West.

The girl victim was the only servant. She is the daughter of a North Wales shepherd. It is understood that Mr. West lived in the North Wales district for some time, the maid-servant having been employed at his house for several years.

## The Burning Breakfast.

She was engaged in cooking some eggs for breakfast when the bell of the front door rang. She hurried up the stairs from the basement in which she had been at work. To her surprise she saw standing at the door Tytherleigh.

Tytherleigh apparently entered the hall. Miss Hughes fell heavily and died almost at once. Then Tytherleigh appears to have walked across the hall, down the stairs, into the breakfast room which constitutes the front portion of the basement, and there turned the weapon on himself.

Mr. West lives at the house with his sister. They were dressing when the shooting occurred.

One of them looked over the banisters and called: "Is everything all right?" They did not trouble to go downstairs, however, as they thought the noise came from outside.

It was the smell of burning from the kitchen that attracted their attention and led to the discovery of the tragedy.

Miss Hughes had left the gas stove alight in the kitchen when she went to answer the door. The eggs, being cooked, began to burn when Miss Hughes did not return to the kitchen.

Mr. West found the girl unconscious on the rug in the front hall.

## AN EXPENSIVE MOTOR JOURNEY.

The question whether a motorist can be punished more than once in respect of one journey, made without a Road Fund licence came before Much Hadham Magistrates on June 22nd. It appeared that Mrs. Louisa Plowden, of Hampton, Middlesex, who was summoned by the Herts County Council, drove from her home to Woodbridge, Essex, and en route she was reported at West Ham and Dunmow. At West Ham she was fined 10s. 6d., and at Dunmow ordered to pay 4s. costs. On the return journey next day she was reported at Much Hadham and it was argued on her behalf that there could be only one offence, for which she had already been convicted. Mr. Frederick Levy, for the County Council, argued that when the car stopped and was repaired, a fresh journey had begun, and the driver was liable to a penalty for a fresh offence. The Magistrates decided for the County Council, and Mrs. Plowden had to pay a penalty equivalent to one month's licence.

## MAKING FAST TO STEAMER UNDERWAY.

BOAT MASTER FINED.

Kwok Kam, master of a Chinese passenger boat appeared before Commander J. B. Newill, D.S.O., R.N., at the Marine Court yesterday for making fast to the s.s. *Telemachus* whilst the vessel was underway in the harbour.

Lance Sergeant Taylor prosecuted and the defendant pleaded guilty. He stated that the steward of the ship was in a hurry to get certain provisions from the shore and asked him to come along side so that he could board her.

The Magistrate imposed a nominal fine of \$5 with the alternative of five days' hard labour.

Anchoring in the Southern Fairway. For anchoring their craft in the Southern Fairway thereby causing obstruction to other vessels in the harbour, a mistress and four masters of cargo junka appeared before the Marine Magistrate and were fined \$10 or 10 days' hard labour.

Lance Sergeant Gardiner was responsible for the arrests and all the defendants pleaded guilty. It was stated that the defendants were anchored in the course generally taken by the river boats arriving from Canton at night. They were arrested at 11.15 p.m. on the 16th instant.

## Lying Inshore.

Five masters of cargo boats also pleaded guilty to summonses for mooring their vessels within 100 yards of the low water mark during prohibited hours. They were arrested by Lance Sergeant Ryan and all were fined \$10 with the usual alternative.

## THE PSYCHIC HEALER CURES 'DIABETES.'

I had been suffering from 'diabetes' for many years. I had gone under many treatments, but all in vain. I had no hope of recovery. I was told by one of my friends to see the 'Psychic Healer' now staying in the Hotel Savoy. He went to consult him, who gave me a few 'Twisters.' I acted according to his instructions and now I am completely cured of my disease.

I offer my sincere thanks to the renowned 'Spiritualist'.

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## THE MISCHIEF OF ENGLAND'S DIVORCE LAW.

HURTING THE POOR MORE THAN THE RICH.

[By THE RIGHT HON. LORD BUCKMASTER.]

From time to time the need for reform of our Divorce Laws is made pointed and poignant by the recorded revelations of the Courts. The public, who hate injustice, are uneasily stirred by these disclosures, and then, as nothing is done, the question is allowed to sleep till it is once more aroused by some new scandal.

Though the mischief of the present law is widespread in substance, it is the poor who suffer. Apart from the inability to obtain divorce for incurable insanity or persistent denial of intercourse, the present laws do not press harshly on the rich nor impede the liberty of their lives.

## The Obstacle.

This fact renders even more striking the repeated and emphatic efforts of the House of Lords to change the law. They at least know their fellow countrymen and have repeatedly recognised and sought to remedy the wrongs which others feel. People may well ask what, then, is the obstacle to reform. There is only one answer—the alleged tradition of the Christian Church and the literal reading of two texts, one in St. Matthew's gospel and one in St. Luke's.

These texts are read apart altogether from consideration of the conditions of life existing when they were spoken, of the people to whom they were said, and of the purpose for which they were uttered and yet it is the spirit that quickeneth and the letter that kills.

At the date of those utterances women were chiefly considered as instruments for pleasure and machines for the reproduction of the race. If a husband died before the machine had functioned his brother was to undertake its management and so on and on, while the feelings of the unhappy woman were of no account.

Women could then be divorced for the merest trifle, but desertion, cruelty, madness, insanity and perpetual imprisonment appear to have been unknown. Desertion was unnecessary and difficult—it was not then possible to take a ticket at Liverpool and be lost in the Continent of America. Cruelty to wives does not seem to have been practised; after all, a wife was little more than a servant, and cruelty to a servant impairs her efficiency.

Delirium tremens and venereal disease did not exist, and yet it is solemnly argued that a few words spoken once, differently recorded, and meant to protect women, are to be stereotyped for ever and used for their oppression.

The argument from tradition is even more obscure. The tradition itself is nowhere uniform, for the stream has flowed in many channels and watered many lands. Its sources are to be found among hermits and ascetics, in the cave and in the desert, on the lonely column and in the cloistered cell—strange authorities to be used as unfailing guides through all the tangled perplexities of modern life.

## In Spite Of Texts.

In spite, however, of text and traditions, with the exception of life imprisonment and insanity the causes for which divorce is needed even now permit judicial separation, a remedy nowhere to be found in the whole pages of Scripture.

Among the poor, where separation orders are granted by the magistrates, the almost unanimous opinion of all social workers "is that these orders are productive of wholesale immorality, and human nature being what it is and not what ecclesiastical councils assume it to be, immorality is the inevitable result of such decrees. Among well-to-do people the power of obtaining such relief is often used to gratify the most mean and malignant motives, and it is time that the whole system upon which such orders are based should be swept away.

The crippling of life due to the incurable insanity of one of the partners to the marriage contract, though it may be less common than that due to desertion and cruelty, is, if possible, even more severe.

## A Murderer's Wife.

A short time back a man guilty of murdering his child was found to be insane and was incarcerated in a criminal lunatic asylum; his wife was left unprotected and alone; she became attached to another man by whom she had a child, and the homicidal maniac therefore petitioned against her for divorce. It was the woman who was really the suffering party, and not the man, and it was she who ought to have been enabled to secure her freedom and marry the man who became the father of her child.

Innumerable instances can be found of similar hardships inflicted by our laws: they provoke immorality, support blackmail and deny justice. It is surprising and it is discreditable that, apart from the repeated efforts of the House of Lords, no steps are taken to remove this reproach. —*Evening Standard*.



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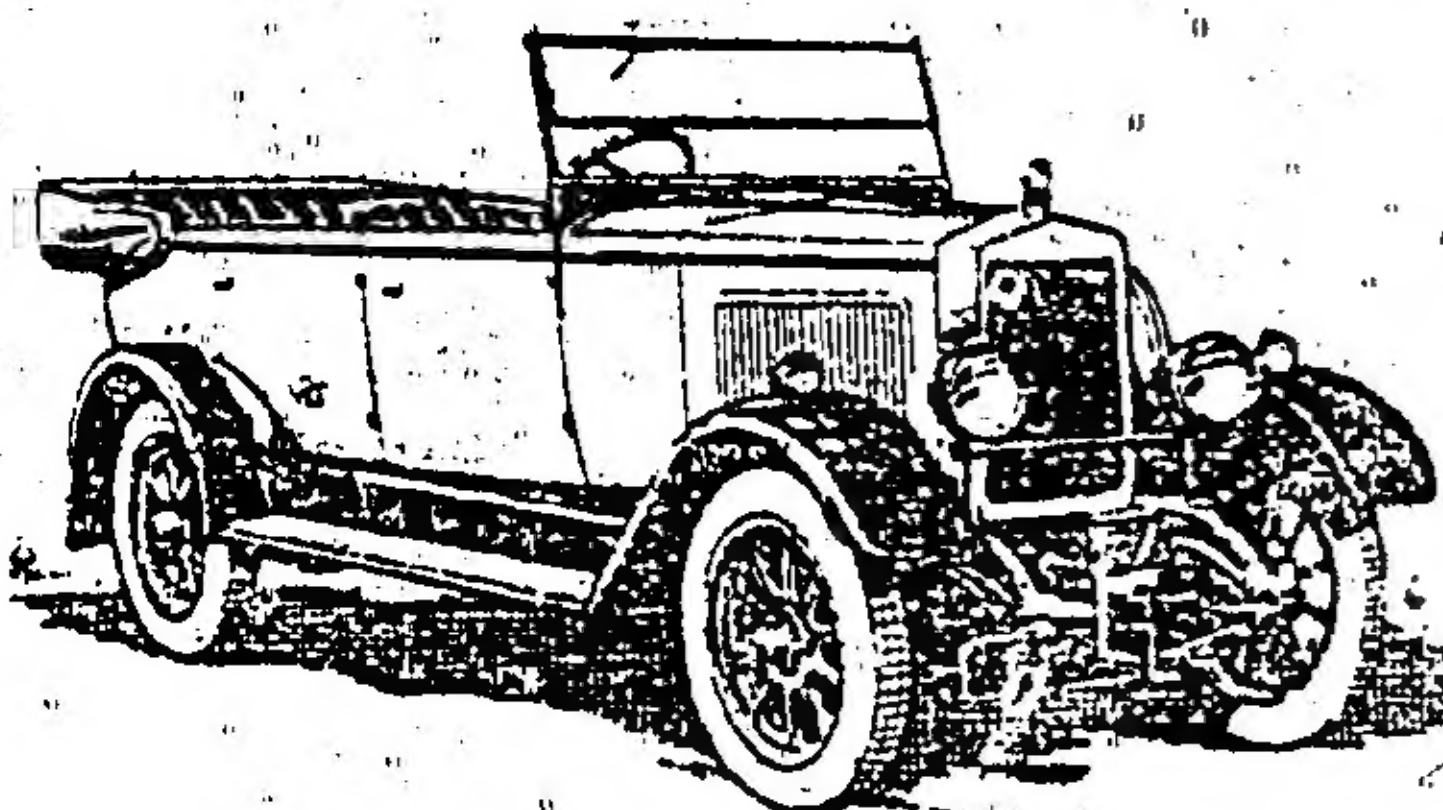
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# MOTORING NOTES

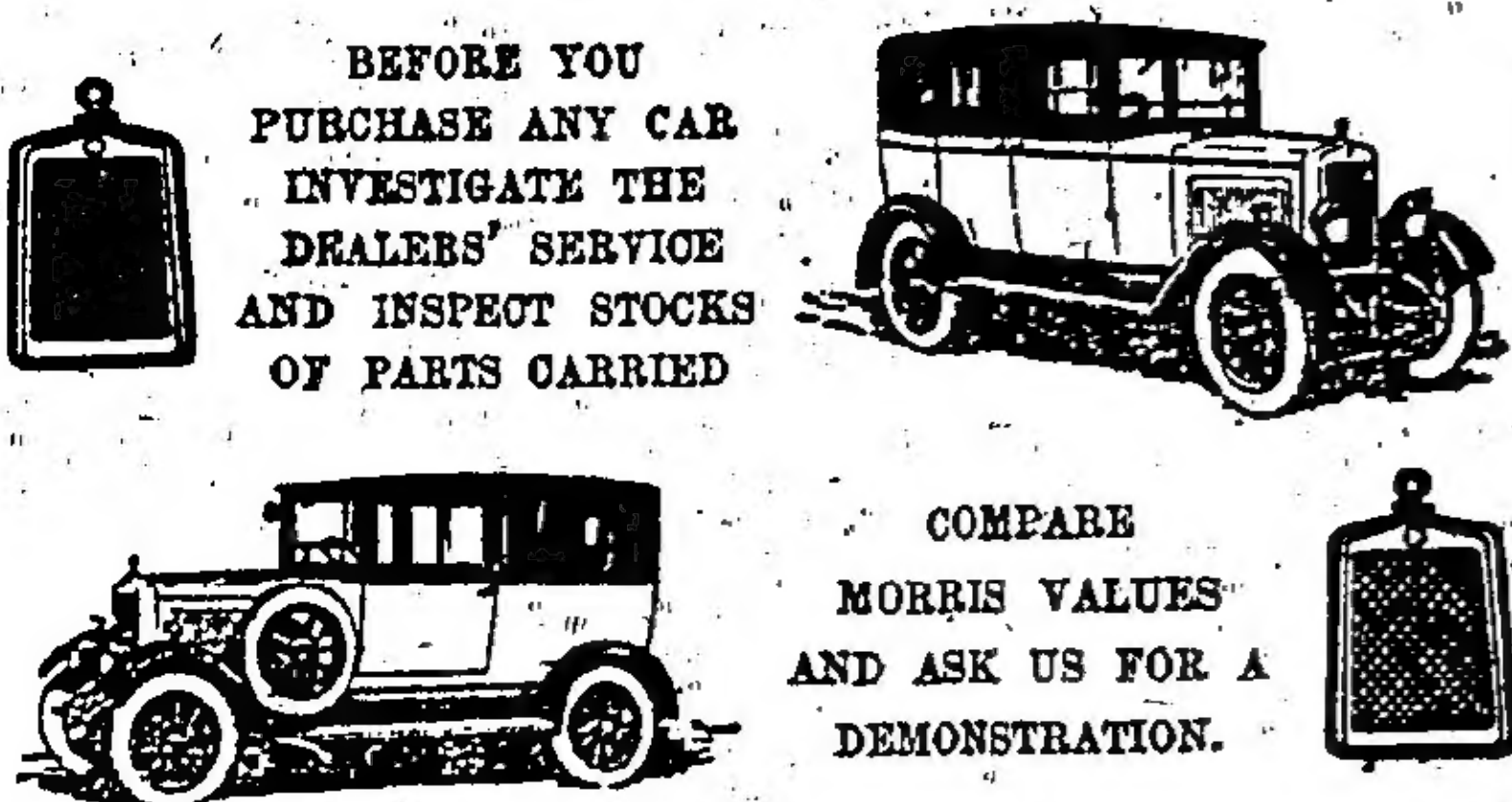
A Weekly Review dealing with Matters of Interest to all Local Motorists.  
Motor Notes—Our Highways—The Kum Tin Gate—Too Much in 1928 Cars—Scrapping Old Cars—Hunting Motor-car—Efficiency of Small Cars—Singers' Works at Birmingham—220 Motor Offences a Day—Woman Crashes at 95 M.P.H.

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48" TRACK—105" WHEELBASE.			
ROADSTER ... 4 Seater	210	240	—
TOURING ... 4 Seater	225	260	15
COUPE ... 2 Seater	230	270	—
SALOON ... 4 Seater	250	290	20
LANDAULETTE ... 5 Seater	285	330	—
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TOURING (4-speed gear) ... 5 Seater	315	355	—
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2468 cc.—Approx. 2½ litres.			
TOURING ... 5 Seater	320	360	—
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### MOTOR NOTES.

**MR. C. E. GOETZ LEAVING TEMPORARILY.**

Friends and owners of motor-cars and motor-cycles, especially the Austin "7" owners, will regret to learn of the departure of Mr. C. E. Goetz of the Machinery Department of Messrs. Alex. Ross. Mr. Goetz has supervised the assembly and repair work of the firm for quite a long time, and his knowledge both of the Austin "7" and of many popular makes of cycles is always at the disposal of their owners. Mr. Goetz is leaving by the a.s. *President Jefferson* for the United States, where he will undergo a rather serious operation. However, he has signified his intention of returning, and after a brief stay in the "old country" he will, to quote his own words, "start the ball rolling again." Mr. Goetz goes with our best wishes for his rapid and complete recovery with a speedy return to carry on the good work.

Mr. Vanderlille is taking over the Machinery Department during Mr. Goetz's absence.

**HONOUR TO A BRITISH MANUFACTURER.**

Sir Robert Hadfield, Bart., has been elected as a Foreign Associate of the National Academy of Sciences, Washington, an honour which has been held by only 10 other Englishmen.

**IMMATERIAL.**

A motorist spending the evening with friends in the country thought it unnecessary to leave his lights on as the road was a cul-de-sac, but the zealous P.C. thought different.

P.C.: "You cannot leave that car standing without lights."

Motorist: "But it's a cul-de-sac."

P.C.: "I don't care if it's a Rolls-Royce. You've got to put your lights on."—*The Motor.*

**THE MINOR.**

The enormous interest being shown in England in the new Morris light car is significant in many ways. Naturally the name of Morris is sufficient to draw national attention to the bantling, but even this would fail to transmute interest into £ s. d. unless the public seriously accepted this type of car. As it is, everyone from grocers' assistants to "bras hats" is talking about it, and in terms that reveal a keen desire for possession.

Even the new Ford did not arouse such anticipation in this country. Now, there is nothing novel in a light car, and nothing revolutionary is promised in the Morris. What has created the stir, says *The Light Car and Cyclecar*, is the fact that Morris has boldly stepped into the light-car arena and taken the interest of a million present and potential owners with him.

The following story is related by a correspondent in *The Light Car and Cyclecar*. A few days ago he got to loggerheads with a pedestrian over a dog that had wandered in front of his wheels. The car owner suggested that the dog should be under control; the dog owner suggested the same for the motorist. Hot words were exchanged, and the two nearly came to blows. After a time, however, both began to feel somewhat ashamed of themselves, and admitted they had said things that they should not have done.

"Finally," he says, "I apologized and he apologized, and we shook hands. 'Well, good day,' I said, anxious to be off. I started the engine, let in the clutch—and ran clean over the dog! The 'tyke' had been sitting right in front of my rear wheel, and I had killed it stone dead!"

### OUR HIGHWAYS.

**CASTLE PEAK ROAD REPAIR WORK.**

In three places on the Castle Peak Road, repair work is being carried out under conditions which make each place dangerous to motorists unless approached with care. In each instance the repair work is just behind a blind corner, and the warnings posted cannot be described as adequate, consisting as they do of the usual wooden signs put up a few yards away from the repair work itself. Of course, if we all jogged along at 20 miles an hour all would be well but then we don't and a slow signal some way off would be appreciated, especially when it is remembered that besides the repair work there is in each case a blind corner.

The most dangerous of all is on the down slope to the Bathing Sheds at Castle Peak. A big steam roller is in use and the work extends the whole length of the slope. The part of the road set aside for motor traffic is only sufficient for one car to pass at a time, and although the "road up" sign is in an adequate position at the bottom of this slope, the one on top is only a few feet away from the repair work. The repair work, in fact, comes as a surprise just as the corner is negotiated, and should another car be ascending the slope at the same time, the result would be either a swerve on to the jagged rocks, or a "slight" collision. If only the sign could be placed before the corner all would be well.

**At Tsun Wan Stretch.**

Another dangerous place is at the end of the Tsun Wan stretch, near the village. Again the road operations are behind a corner and leave just sufficient room for one car. It would be advisable to shut off just before the "bridge" is reached.

Another touchy corner is in the vicinity of Ormeau Pool. Sand is generously sprayed all around the blind corner, and the presence of the workmen on the corner naturally prompts the driver to cut around on the wrong side.

Another narrow and blind corner, which should always be taken at 1000 miles per hour is at the second turn of the Reservoir road just as the Reservoir itself is reached. Most of us who know the place must have often wondered what a fix two cars would be in, if both happened to reach the corner at the same time.

**On The Repulse Bay Road.**

One hopes that the steam roller on one of the corners on the down road to Repulse Bay has been removed. Two cars passed each other one day last week with the steam roller taking up half of the road at the corner itself. Luckily nothing happened, but everyone concerned held his breath till it was over.

### FOREIGN MOTORCYCLE COMPETITION.

The absence of machines of foreign manufacture from the Tourist Trophy motorcycle races this year was much to be deplored, says *Motor Cycling*. Their absence may be taken, no doubt, as a compliment to the British motor-cycle, which is universally acknowledged to be supreme in the world's markets, but we could certainly have wished, continues that journal, that a challenge had been flung down in the Isle of Man by at least one of the leading Continental factories. However, we can at least hope for it in 1929.

### THE KUM TIN GATE.

**SUGGESTED TRIP FOR LOCAL MOTORISTS.**

**VILLAGE THAT RESISTED THE BRITISH EMPIRE.**

The scenic beauties become a little monotonous after a few tours around the New Territories, but how many of us have ever taken the trouble to leave the road at the Un Loong Police Station and follow the road to Kum Tin Village, and to see the Iron Gate. It is quite an interesting relic, and the old wall of the village is also worth more than a casual glance. It is perhaps the only village which retains its walls, not only within the British territory but for a considerable distance on the other side. It is entirely surrounded by a full moat—another interesting feature—and on arriving at the gate, the villagers will only be too willing to show you round this typical Chinese village, and readily supply any information which you might ask concerning the gate itself.

It would spoil the surprise of those who have not seen the gate to go into detailed description, but the gate is said to be at least 1,000 years old. It has only recently been replaced by H.E. Sir Cecil Clementi, to whom the villagers are indebted for his willing help in restoring it to them.

When the occupation of the New Territories was first undertaken by the British Government, Kum Tin village was one of the few places which put up a stout resistance. Troops were sent to take the village, and as a penalty the iron gate was taken from them and until restored found a resting place at the British Museum in London.

**A Quiet Garden.**

Another beautiful spot just off the main road after Un Loong is a quaint little tea house where refreshments can be obtained. Before the tea house is reached, a very beautiful and silent garden is passed, with a Chinese circular door.

This again is perhaps the only one of its kind in the British Territories and its existence is not very widely known. On arriving at the tea house, which is really a pavilion with a granite table and seats, a beautiful view of the adjacent hillside and main road is presented. At the time of visiting it was just dusk, and the sight of the young ducks waddling across the paddy fields to their respective homes, was all in harmony with the out-of-the-world atmosphere. There are many interesting and beautiful spots off the main road, and a very poor impression of the New Territories is obtained if just a straight rush around is made.

### HUNTING MOTOR-CAR.

**FITTED WITH KITCHEN AND ELECTRIC FIRE.**

What is perhaps the most luxurious motor-car ever built attracted much interest among M.P.s when it was shown in Palace Yard, Westminster.

Its production is a tribute to British ingenuity. Its owner is an American who wishes to go hunting and shooting in comfort in the Rocky Mountains. The body, on an American chassis, has been designed by Mr. Melville Hart, a Westminster naval architect.

There are four compartments—saloon, kitchen, driving, and lavatory.

The saloon, beautifully panelled in walnut with embossed green-tinted roof, mauve and gold silk upholstery and curtains, and sponge rubber flooring, contains two settees (forming sleeping berths), sideboard, two wardrobes, gas cupboard, glass and decanter cabinets, numerous lockers (including one secret one for valuables), electric fire and lighting, and an altitude meter.

### WOMAN CRASHES AT 95 M.P.H.

**REMARKABLE ESCAPE AT BROOKLANDS.**

**CAR WRECKED.**

Miss M. M. Bond, who had entered an eight-cylinder motor-car for the first race ever held at Brooklands for women, had a terrific crash when practising.

She was careering round the high bank at 95 miles an hour, and finding herself too far up, began to descend, when suddenly her car skidded.

The next instant Miss Bond was pitched clear from her car, which bounded into the air. It did two complete somersaults before coming to rest, a twisted wreck.

Miss Bond herself had a miraculous escape. Beyond a few scratches and bruises she was practically unhurt.

Her first words to those who rushed to her aid were: "What a pity. Do you think they will have the car ready again for the race this evening?" Afterwards she went to her home on the south coast.

### "Star Turn."

The women's race was a novelty that created great interest. There were six entrants including Miss Bond. Mrs. W. B. Scott's car, "Puppy," was the star turn, starting at scratch and giving Mrs. V. A. Bruce, whose name is world-wide as the breaker of seven world's records, forty seconds start over the two laps' race.

Miss M. J. Maconochie won from a forty-nine seconds' start.

It was Miss Maconochie's first race. She is a tiny, slim woman. She was accompanied by her brother, and took her car round at an average speed of 82.43 miles per hour. "I had no nerves," she said quietly afterwards. "I could not have been thrown out anyway, whatever happened. I was strapped in."

Mrs. K. Martin, who had limped, began, finished second, and Miss D. Melchers third.

Mrs. Scott, who won the women's race at Boulogne last year for the Coupe des Dames, did the second lap of the course at a speed of 112.63 miles per hour.



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## MOTORING NOTES (CONT'D.)

## EFFICIENCY OF SMALL CARS.

THE 10-H.P. SWIFT.

## COMFORT, SPEED, AND ECONOMY.

If engine efficiency increases at the present rate our 11 and 12-h.p. cars will have to go up into the medium powered class, writes the *Daily Mail* motoring correspondent. We now have 7-h.p. engines that will propel a car with four people at a speed of 50 miles an hour or more. I have just tried a 10-h.p. British saloon which carried four people in comfort at 55 m.p.h.

I imagine that next year the 9 or 10-h.p. car will become the economy family car and that makers of 11's and 12's will be putting on larger and more commodious bodies. In a few years' time the 15-h.p. will be considered quite a big vehicle.

The car I took over the *Daily Mail* test course was a 10-h.p. Swift saloon. This firm has been making small motor-cars since 1900 and their reputation has been based largely on the very sound material put into their machines and their lasting qualities.

## 55 Miles An Hour.

The 1928 product looks a sound job. I also found it very lively. Except for a flat spot, due no doubt to bad carburettor adjustment, acceleration was excellent. The flat spot was noticeable when accelerating from dead slow. Once this was overcome the engine quickly picked up its revolutions.

The maximum speed reached on the run was about 55 miles an hour. The car will probably if pushed do a little more, but I never believe in running these little engines too hard.

If drivers of small cars with fast running engines always drove with a reserve of speed in hand they would obtain far longer and better service.

The Swift's most comfortable touring speed was in the neighbourhood of from 40 to 45 m.p.h. The little engine I found rather noisy, especially during the process of acceleration. There were no gear noises, however. Gear change either up or down I found extremely simple.

The saloon is roomy and the interior well equipped. A certain amount of body rattle was observed.

Steering was light. A curious feature of the springing was noticed. Over bad pot holes the car rode quite smoothly, but on wavy roads there was a good deal of see-saw motion. This could probably be damped out by adjustment of the shock absorbers which are fitted as standard.

I liked the single panel windscreen, which gives excellent vision for the driver. The brakes were excellent. They are of the four-wheel type and act on both drums, which give a generous braking surface for so small a car. The front seat is easily adjustable for driving position.

Petrol consumption was about 40 miles to the gallon, which is as much as the most economical motorist could wish. The car covered the test course in excellent style, giving a road performance above the average for a vehicle of this rating.

## TOO MUCH WORK IN 1928 CARS.

## A WORD FOR "VENERABLE REMOS."

[By JOHN PROLEAU.]

A short time ago I had an opportunity of seeing how our highly specialised motoring strikes the outsider. I came across an old motorist, a companion of many years' standing with whom, before the war, I drove thousands of wonderful miles at home and abroad in every sort of car, from the quite decent to what can only be described as the contraption. He has been in Africa some six hundred miles from a railway station for the past nine years and such roads as he uses with his apparently immortal and indestructible Lizzie are roads that he had made himself.

Home on leave after all these years, he found all the ancient enthusiasms awaking in him once more, and he threw himself with ardour into the great game of playing with motor-cars. Soon he remarked: "These machines are supposed to be better than the old ruins we drove, aren't they? I mean, they are better designed, better made—more sensible." I said I thought that was the general impression.

## The Days of Long Ago.

He said: "Well, how was it that old Crash and gentle Boanerges, and even little Ug, would go for quite long stretches with none of the tilting and nose-powdering beforehand that seems necessary with these marvelous improvements on them?" He was speaking of some of the venerable relics in which we enjoyed ourselves so enormously long years ago, and, as the days went by, made more and more odious comparisons between them and the new 1928 car which he was then engaged in running in ("Run in! Why on earth should I be expected to do that in 1928 when nobody even mentioned the word in 1908?" he snorted loudly).

I made all possible allowances for his—what shall we say?—imperial outlook, and then, because he has a persuasive and convincing tongue, I began to see a little of his point of view. Naturally, I did not agree with more than about half of what he said, because he was, on his side, allowing nothing for the enormously increased efficiency of the new cars. What he was really thinking about was labour-saving.

The other day, under the mocking eye and blistering tongue of my friend from overseas, I timed myself—repeatedly to do certain jobs on his 1928 car. These jobs included attention to the clutch shaft bearing, which required special lubrication, and the emptying, cleansing and refilling of the gear box. These two operations, simple in themselves, called for the removal of the floor boards, which appeared to have been laid down on the chassis before the body was built. This was not really so, or that clutch bearing and that gear box would still be in their original state, but the removal of those floor boards, especially the forward one over the clutch casing, will be a poignant memory for me for some time.

Work With The Grease Gun. When this battle was over I performed that feat which is so slightly described in catalogues as going round with the grease gun. There were more than thirty greasers to deal with, and most of them had very properly neat little caps screwed on to the top of them. That job was not done, I think, quite so quickly as the makers of the car would have you believe.

It took me an hour and a half to take up those floor boards, oil that clutch bearing, empty and refill that gear box, put back those abominable floor boards, screwing them down into place with no fewer than eight screws, all in most inaccessible positions, and screw the grease gun on to those thirty odd greasers and take it off again. It takes somebody else two hours at least to wash and polish this car. Indeed, if he manages to do the work properly in two hours he comes in for a word of praise.

One of our most crying needs now is a really labour-saving form of metal finish. Oxidised finish is expensive, not particularly durable, and does not appeal to everyone in its appearance. Nickel finish for things like screens, with their score of dirt-collecting crevices and corners, rims of instruments, luggage grids, radiator casings, and everything which, when we are feeling cheerful, we like to see shining brilliantly, means time-waste. Moreover, unless it is the best class of nickel it eventually rewards your patient hours of polishing by disappearing in spots and leaving offensive brass showing through.

In a number of ways I certainly do agree with my imperial friend that we have to work far too hard to keep our cars going. None of these things—bright metal that needs to be polished, grease points that mean an hour's work, floor boards stupidly laid—is of serious importance, unless you consider time to be important. Personally, I do consider it to be very important when I have to waste hours of it which might so much more pleasantly and profitably be spent on the open road.

## SINGERS' WORKS AT BIRMINGHAM.

## TRIUMPH OF BRITISH ORGANISATION.

One often hears tales of American business methods and "hustle," but the new Singer works at Birmingham provide an example of British energy and business acumen which would be hard to beat.

It was only on 11th June last year that these huge factories were acquired by the company. A vast amount of old machinery, etc., had to be removed and the lay-out of the works had, of course, to be altered entirely. Yet it is confidently expected that an output of 140 cars a day will be reached shortly.

The Birmingham works are in two parts: there is a six-storey building which measures 320 by 220 ft. and a single-floor assembly shop 700 ft. in length and 200 ft. in width, which is supposed to be the longest covered building in England. In all, the floor space measures nearly half-a-million square feet—approximately equal to that of the seven Singer factories at Coventry—and there are 17 acres of freehold land. A test track, half-a-mile in length and including several sharp bends and gradients surrounds the buildings.

The multi-storey factory is devoted to the manufacture of front and back axles, for all models, and of Junior and Senior bodies, whilst in the huge single-floor shop Junior and Senior cars are assembled. As might be expected with the Singer concern, only the latest machinery is used and the lay-out of the works is such that wastage of time and labour is reduced to a minimum.

## The Paint Shop.

The plant of the paint shop is entirely new, and the cost of installing it was, incidentally, no less than £25,000, but that is paying for itself is shown by the fact that, although the process lasts 30 hours, a Singer body is finished on the average every five minutes of the working day.

The bodies come up in lifts from the third floor and at once receive a deoxidising or methylated spirit clean, according to whether they are painted in steel or aluminium. They are then washed with boiling water and pass through a short drying oven to the primary spray booth. Here they receive the first base coat before travelling for five hours through an oven containing three separate tracks. The application of the base, filler and ground coats entails nearly 20 operations. Next, three double coats of cellulose are applied. The finished surface is then lined and sprayed with solvent which has the effect of softening the cellulose and giving it a perfectly smooth finish. In all there are 42 distinct operations, and when these are completed the bodies are transferred to the fourth floor for trimming and for the fitting of windcreens, windows, and interior decorations; they then receive a final polish by hand before being sent to the ground floor for mounting.

## The General Assembly Shop.

The general assembly shop is yet another example of scientific works lay-out. The cars are erected on two tracks, one for the Junior and one for the Senior, and stores of material are placed in the neighbourhood of these tracks just where they are wanted. The cars travel slowly down the 700-ft. shop until at the far end they are ready for test and final delivery. A special line from the Great Western Railway runs into this shop and facilitates the despatch of cars for the export market.

That this vast organisation, but a few details of which have been mentioned, should have been got into full swing in so short a time is indeed a tribute to the brains and energy of the Managing Director, Mr. W. E. Bullock, and everyone connected with the company. A spirit of enthusiastic work has been responsible for it, and it is this spirit which has placed the Singer Company in its present enviable position and has rendered possible the production of high-class cars at relatively low prices.

## "S.O.S." FROM A CAR.

## WIFE IN FEAR OF HER HUSBAND'S DRIVING.

"The woman in the car asked me to stop her husband from driving," said a policeman at Bourne-mouth Police Court on June 25th, when John Low, of independent means, of The Cottage, Clifton Court, Breckmore Park, Bourne-mouth, was accused of being drunk while in charge of a motor-car.

Dr. Harold Simmons, police surgeon, said that Low was suffering from "a minor degree of alcoholic intoxication" and was not in a fit state to drive.

"There is no definition of drunkenness so far as I know," said Dr. Simmons, in reply to a question, "but, in the sense that drunkenness in such a charge as this constitutes alteration of behaviour, conduct, and self-control, due to alcohol, thus rendering the individual unfit to drive a motor-car, I think that he was in that sense drunk."

The Bench fined Low £10, with 31s. 6d. costs.

## SCRAPPING OLD CARS.

## AGE LIMIT OF USEFUL SERVICE DIFFICULT TO DEFINE.

Discussing editorially a suggestion that "cars of a certain age or of a degree of mechanical inefficiency should no longer be allowed on the road," *The Motor* remarks:—

"The supposition is, presumably, that all cars reach a period when their mechanical efficiency is supposed to have become impaired to an extent that makes them a menace to their owners and to all other users of the road. A more absurd contention could not possibly be advanced. The condition of a car, say, five, or six, or even eight years old depends largely upon the way in which it has been driven and the attention that has been given to its maintenance.

Referring to British cars in particular, there are many of reputed makes which, in the hands of careful owners, capable of maintaining them in good order, or periodically submitting them to an expert mechanic for overhaul, will give almost indefinite service; indeed, the age limit of useful service of such cars would be difficult to define.

Even assuming that old cars have in some cases been indifferently treated in service and infrequently reconditioned, the number of such instances of neglect is not sufficient to justify a suggestion that might necessitate the setting up of an elaborate system of inspection and the appointment of a horde of new officials to examine and report upon them and generally to harass their owners.

Why, again, should it be assumed that there is a sufficiently large number of motorists who are foolish enough to risk their own and their passengers' lives on inefficient old cars to justify any suggestion so drastic as the compulsory scrapping of perfectly sound vehicles when they have reached a certain age?"

## 220 MOTOR OFFENCES A DAY.

## LONDON'S RECORD.

## SIR W. HORWOOD AND NIGHT CLUBS.

"The number of police required for traffic regulation tends to increase," states the report of the Commissioner of Police for the Metropolis (Sir W. Horwood) for 1927.

"In the absence of a compensating augmentation of the Force it has become increasingly difficult to cover fully the duties provided for by the Bents Committee." The report adds:—

A noticeable addition to the amount of clerical work falling on officers in charge of police stations has occurred, owing mainly to the increase in the number of motor processes and of statements required in the case of street accidents. In one case additional assistance has had to be given.

Motoring offences for which summonses were issued on the application of the police have increased as follows:—

1924	42,720
1925	56,847
1926	68,129
1927	79,834

The indictable offences recorded were 15,328, a decrease of 778 compared with 1926. There were 27 cases of murder of persons over one year of age, all of which were solved. Cases of attempted suicide increased from 526 in 1926 to 630 in 1927.

Property stolen was valued at £264,269 and property recovered at £130,020.

## Night-Club Trouble.

The report notes that the number of registered clubs has increased from 1,750 to 1,792, and states that breaches of the law relating to liquor in clubs continued to be a source of much trouble to the police. The Commissioner adds:—

I remain of the opinion that fines, however heavy, will never serve as a deterrent in his class of case. A feature of the "night-club" business is the frequency with which the proprietors or managers are aliens.

## MORE RUBBER TO PAVE ROADS.

## PART OF THE FIXED PRICE PLAN.

## THE HAGUE.

A copy of the scheme mentioned in the valorisation of rubber has come into my hands, says the *Daily Mail* motoring correspondent and I am able to give some particulars of the plan.

One feature of interest in the scheme is that it attempts to solve two problems by the same means. The second problem is that of paying streets with a material that shall be durable and as nearly free from vibration and noise as possible.

Rubber has often been suggested for this purpose and occasionally used, but its cost and instability of price have militated against any extensive development of this use. In principle the scheme is based on the idea that surplus stocks sold to local authorities for road-making at a cost not seriously higher than that of production would dispose of such stocks without loss to the producers and at the same time leave the producers to meet ordinary commercial demands on profitable terms.

## £1,000,000 Capital.

Mr. P. J. F. Kloppenburg, the Hague banker, who is responsible for the proposal, has worked the scheme out in considerable detail in order to present it to the international committee of inquiry.

He proposes the formation of a "Bank of Rubber Valorisation" with a capital of £1,000,000, to be subscribed by producers in proportion to the acreage of their plantations. Part of this capital would be paid in cash and part might be written off against rubber supplied by the subscribers.

Each subscriber, it is proposed, should place at the disposal of the bank at cost price a certain percentage of his production, and the bank would supply this to authorities at no more than a working profit. Any greater demand for road-making can, it is suggested, be met by reclaimed, or "regenerated," rubber, the trade in which may thus be increased.

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SHANGHAI & TIENTSIN	SUOCHOW	On 21st July	6 a.m.
HONGKONG, FAKHOI & HAIPHONG	TEAN	On 21st July	10 a.m.
BANGKOK	CHINCHUA	On 21st July	6 p.m.
SWATOW & BANGKOK	KWANGHOU	On 22nd July	1 p.m.
SWATOW & SINGAPORE	ANKING	On 23rd July	9 a.m.
SWATOW, SHANGHAI, NEW CHWANG & DALNY	YINGBOROW	On 23rd July	Noon
SWATOW & SHANGHAI	SINKIANG	On 24th July	6 a.m.
SWATOW & SHANGHAI	LINAN	On 24th July	3 p.m.
SHANGHAI & TIENTSIN	SZECHUEN	On 24th July	6 a.m.
SWATOW, SHANGHAI, NEW CHWANG & DALNY	KIUNGHOOW	On 29th July	6 a.m.
SWATOW & BANGKOK	KIANGSU	On 29th July	1 p.m.
SWATOW, SHANGHAI, NEW CHWANG & DALNY	LIANGHOOW	On 30th July	Noon
WUHAIR, CHEFOO & TIENTSIN	HUICHOW	On 31st July	4 p.m.

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S.S. "DARDANUS"	Via Suez Canal	27th July
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S.S. "LYCAON"	Via Suez Canal	14th August
S.S. "PHEMIUS"	Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th October

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From Dunkirk	PORTOS	14th Aug.
From Antwerp	ATHOS II	25th Aug.
From Rotterdam	D'ARTAGNAN	11th Sept.

For Marseilles	PAUL LEON	31st July
For Dunkirk	ANDRE LEBON	14th Aug.
For Rotterdam	CHENONOEUX	25th Aug.
For Antwerp	PORTOS	17th Sept.

For Shanghai, Japan and North China	CHENONOEUX	31st July
For Hong Kong	PORTOS	14th Aug.
For Japan	ATHOS II	25th Aug.
For Korea	D'ARTAGNAN	11th Sept.

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3, Queen's Building.

## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

July 18th.

Chinua, British str., 1,333 tons, Capt. J. Pringle, from Bangkok and Kohsichang. The latter port she left on July 9th, with a general cargo, lying at buoy No. B13.—B. & S.

Elmar, German str., 3,418 tons, Capt. W. Oebrechts, from Shanghai, which port she left on July 12th, with a general cargo, lying at buoy No. A12.—Melchers & Co.

Hong Hwa, British str., 1,024 tons, Capt. D. M. May, from Rangoon and Singapore. The latter port she left on July 10th, with rice and general cargo, lying at buoy No. A10.—Ho Thong Co.

India Arrow, American str., 5,178 tons, Capt. E. Mesteen, from Calcutta, which port she left on June 25th, in ballast, lying at Laichikok.—Standard Oil Co.

Kwong Sang, British str., 1,428 tons, Capt. A. D. Kelman, from Tientsin and Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

President Grant, American str., 8,405 tons, Capt. M. M. Jensen, from San Francisco, which port she left on June 22nd, with 8,200 tons of general cargo, lying at Kowloon Wharf.—American Mail Line.

Shan Chih, Chinese str., 1,183 tons, Capt. H. A. Johnson, from Saigon, with a general cargo, lying at buoy No. C15.—Chan Tong Ha.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shau, from Antau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

July 17th.

Andre Lebon, French str., 7,375 tons, Capt. Dunaux, from Marseilles and Saigon. The latter port she left on July 14th, with a general cargo, lying at buoy No. A1.—Messageries Maritimes.

Angers, French str., 5,890 tons, Capt. Vig, from Shanghai, which port she left on July 14th, with a general cargo, lying at buoy No. A4.—Messageries Maritimes.

Chenan, British str., 1,355 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Kathe, German str., 908 tons, Capt. H. Frauden, from Dairen, which port she left on July 10th, with a cargo of beans, lying at buoy No. C45.—Kwang Mow Tai.

Menado Maru, Japanese str., 2,165 tons, Capt. S. Ama, from Hoihow, with 50 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.

Ningchow, British str., 5,823 tons, Capt. H. E. Beuld, from Singapore, which port she left on July 12th, with a general cargo, lying at Holt's Wharf.—B. & S.

Shantung, British str., 1,569 tons, Capt. W. T. Hodge, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Tean, British str., 1,351 tons, Capt. E. H. Histed, from Hoihow, with a general cargo, lying at buoy No. B34.—B. & S.

Telemachus, British str., 1,340 tons, Capt. A. W. Hall, from Saigon, which port she left on July 12th, with rice and general cargo, lying at buoy No. B35.—Wo Fat Shing.

### PASSENGERS.

Departures.

The following 1st class passengers left her on July 17th by the A.M.L. liner President Jefferson for San Francisco:—Mr. and Mrs. T. B. Beljoe, Mr. and Mrs. Herbert G. Helms, Mrs. E. P. Lock, Mr. A. A. Brimo, Mr. Bryan B. Brown, Mr. and Mrs. Wm. D. Clifford, Mr. Geo. D. Cowie, Mrs. Theodora H. Cowie, Master Joe D. Cowie, Jr., Miss Theodora H. Cowie, Miss Louise C. Cowie, Mr. C. O. Bohannon, Miss Betty A. Cowie, Mr. M. Lyberty, Mr. Lee Dai Kong, Mrs. Poon Shee, Mrs. To Shee, Mr. A. R. Kipler, Mrs. Johnson, Mr. W. Chung, Mr. Ho Yan, Master A. Quan, Miss R. Quan, Master Ellis Quan, Mr. Woo Chang, Mr. Lee Hung Yuke, Mr. Lee Chaw Lung, Mrs. Sara S. Novak, Mr. G. G. Wilks, Mrs. Sofia C. De Vyra, Mrs. Marie Par Mendon, Mrs. L. Rosenberg, Miss Juanita A. Reyes, Mr. John W. Randolph, Mr. S. F. Smith, Mrs. Margaret E. Smith, Miss Beverly J. Smith, Mr. Arthur G. White, Mr. Otto Wyss, Lt. and Mrs. R. R. Yates, Mr. Lloyd Myles, Miss Sit Sze Lim, Mrs. R. A. Lewis, Mrs. Quen Shee, Mrs. Li Shee, Mr. C. S. Li, Mr. V. Walker, Mr. K. L. Ho, Mr. H. C. Meyer, Mrs. Alfonso Quan, Master A. Quan, Miss Wai Tsuen Lei, Mr. Harris N. Cookingham, Mr. Wong Yiu, Mr. Leong Bing Chew, Mr. Cheung Heung Pao, Mr. and Mrs. W. G. Helmes.

Arrivals.

The following passengers arrived here on July 17th by the s.s. President Grant from Shanghai:—For Hong Kong: Mr. But Wan Sang, Mr. Chang Sue Sing, Mr. Chen Soy Fu, Mr. Chow Kum Chuen, Mr. and Mrs. Chow Shun Chee, Mr. E. G. Caray, Mr. A. H. Dean, Mr. Woo Dek, Mr. and Mrs. Dung Shee Yuo, Mr. Fred Hadden, Mr. Harper, Mr. Fred Hadden, Mr. and Mrs. H. Harris, Mr. Ho Shit Yu, Mrs. Douglas Jenkins, Mr. H. P. Kwok, Mr. P. Leleuve, Miss Lee Shue Mei, Mr. Y. S. Lee, Mrs. T. H. Lee, Mr. and Mrs. Lee Zong Koo, Mr. C. Little, Mr. Liu Sien San, Mr. R. D. Marks, Capt. J. C. Murgatroyd, Mr. W. H. Peters, Mr. and Mrs. J. O. Pow, Mr. Y. H. Siao, Mr. and Mrs. Tai Soong Sun, Mr. Tak Hing Shin, Miss L. P. Van, Mr. S. C. Wong, Mr. Yuen Kwong, Mr. Yuen Chow. For Manila: Miss R. Ashworth, Aubrey Baby, Mrs. Ralph Bandini, Mr. Quo. J. Boyerle, Comdr. S. S. Brown, Rev. F. Bernardo, Miss Helen Casey, Mr. Alfred Dowdall, Miss Ellen Drummond, Mr. and Mrs. E. G. Duisenberg, Mr. and Mrs. S. Harase, Miss K. Harase, Mr. Robert Hargrove, Dr. and Mrs. R. W. Hart, Mr. and Mrs. Neil E. Hoyt, Mr. F. E. Jordan, Mr. and Mrs. Reginald King, Miss Mary Ellen King, Miss Dorothy Kolbeck, Mrs. Jan Lewis, Mr. and Mrs. L. D. Lockwood, Judge and Mrs. J. P. Mandl, Miss Margaret Moodie, Mrs. Julia Merriman, Miss Marie Merriman, Master John Merriman, Miss Lydia Meyers, Mr. and Mrs. T. M. Powell, Master T. Powell, Master R. P. Powell, Miss Ruth Powell, Mr. Vicente C. Ramos, Mr. Guy Ranking, Mr. Max Rubenstein, Mr. M. George Serlui, Mrs. Sien Chu, Mr. Oliver Z. Stout, Rev. and Mrs. Wm. J. Smith, Miss Blanche Smith, Miss Harriet Smith, Miss Roberts Smith, Master George Smith, Mrs. Olga Strizovky, Mr. Geo. Wolcott, Mr. and Mrs. R. R. Womack, Mr. and Mrs. A. Welhaven, Miss L. Welhaven, Miss Baba Welhaven, Mr. Jose Yuste.

### CLEARANCES.

July 17th.

Andre Lebon, for Shanghai. Angers, for Saigon. Chenan, for Canton. Daishu Maru, for Kwangye. Empress of Asia, for Shanghai. Haiching, for Swatow. Hong Hwa, for Swatow. Kathe, for Canton. Kojun Maru, for Dairen. Kwong Sang, for Canton. Luan Maru, for Swatow. Meikun Maru, for Wampoa. New York, for Manila. Ningchow, for Shanghai. President Grant, for Manila. Saka Maru, for Tegal. Seantan, for Swatow. Shantung, for Amoy. Talamba, for Singapore. Tean, for Swatow. Tjikini, for Swatow. Tjitarom, for Batavia. Wingoo, for Kwong Chow Wan.

### VESSELS EXPECTED.

Hamburg-America Linie and Hugo Stinnes Linie. Sneland, to-morrow. Uarda, July 27th. Heidelberg, August 5th. Rheinland, August 20th. Haverstein, August 31st. Carl Legien, September 4th.

Java-China-Japan Line. Tjikembang, to-morrow. Tjipana, to-morrow. Tjitarom, July 23rd. Tjikini, July 30th. Tjitarom, July 30th. Tjitarom, August 2nd.

Messageries Maritimes. Lt. St. Loubert-Bie, July 22nd. Chenonoeux, July 31st. Portos, August 14th. Athos II, August 25th.

Nippon Yusen Kaisha. Mishima Maru, to-morrow. Aki Maru, July 24th. Seigo Maru, July 26th. Katori Maru, July 27th. Tatsuno Maru, July 30th. Bingo Maru, July 31st. Taigo Maru, August 1st. Anyo Maru, August 4th. Atsuta Maru, August 10th. Tenyo Maru, August 14th. Delagoa Maru, August 17th. Aki Maru, August 21st. Kashima Maru, August 24th. Korea Maru, August 28th. Hakone Maru, September 1st. Bokyo Maru, September 10th. Tongo Maru, September 18th. Rakuyo Maru, September 24th.

Horddeutscher Lloyd, Bremen. Ludwigshafen, July 23rd. Fuda, July 30th. Oder, August 16th.

Paganiular and Oriental. Rajputana, to-morrow. Rawalpindi, July 21st. Alipore, July 23rd. Nankin, July 25th. Kathmir, August 2nd. Kishore, August 4th. Kishore, August 10th. Kishore, August 15th. Kishore, August 18th. Kishore, August 20th. Kishore, August 24th. Kishore, September 1st. Kishore, September 2nd. Kishore, September 4th. Kishore, September 7th. Kishore, September 10th. Kishore, September 13th. Kishore, September 16th. Kishore, September 19th. Kishore, September 22nd. Kishore, September 25th. Kishore, September 28th. Kishore, October 1st. Kishore, October 4th. Kishore, October 7th. Kishore, October 10th. Kishore, October 13th. Kishore, October 16th. Kishore, October 19th. Kishore, October 22nd. Kishore, October 25th. Kishore, October 28th. Kishore, November 1st. Kishore, November 4th. Kishore, November 7th. Kishore, November 10th. Kishore, November 13th. Kishore, November 16th. Kishore, November 19th. Kishore, November 22nd. Kishore, November 25th. Kishore, November 28th. 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## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928.

STRAINS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive	Arrive
EMPERESS OF ASIA	July 18	July 24	July 26	Aug. 4	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 18	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 13
EMPERESS OF ASIA	Sept. 13	Sept. 15	Sept. 18	Sept. 20	Sept. 27
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 18
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 8
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 22
EMPERESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 13
EMPERESS OF RUSSIA	Dec. 13	Dec. 15	Dec. 18	Dec. 20	Dec. 27
EMPERESS OF ASIA	Jan. 13	Jan. 15	Jan. 18	Jan. 20	Jan. 27
EMPERESS OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 21

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

## SPECIAL FARES TO EUROPE

£120: First class throughout.

£112: First class Pacific and rail, Cabin class Atlantic.

£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
July 31	Aug. 2	Aug. 3	Aug. 5
Aug. 21	Aug. 23	Aug. 24	Aug. 26

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."  
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£150, £112, £110, £102, £83; via SAN FRANCISCO.

£140, £120 via JAPAN and SHANTUNG.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SIBERIA MARU (Calla Keelung) ... Tuesday, 24th July  
TAITO MARU (Calla Los Angeles) ... Wednesday, 25th Aug.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez.

KATOBI MARU ... Saturday, 28th July  
ATSUTA MARU ... Saturday, 11th Aug.  
SYDNEY & MELBOURNE via Manila & Porto.

AKI MARU ... Wednesday, 25th July  
MISHIMA MARU ... Wednesday, 22nd Aug.  
BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU ... Friday, 27th July  
TAMBA MARU ... Saturday, 11th Aug.  
SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Saturday, 18th Aug.  
SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Porto.

BINGO MARU ... Wednesday, 1st Aug.  
NEW YORK and/or BOSTON via PANAMA.

FATSUNO MARU ... Monday, 30th July  
LIVERPOOL via Port Said, Genoa & Marseilles.

DELAGOA MARU (Calla Glasgow) ... Friday, 17th Aug.  
CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU ... Wednesday, 18th July  
NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July  
SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Mojito direct) ... Wednesday, 18th July  
HAKONE MARU ... Monday, 23rd July

Subject to alteration without notice.  
NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchanges to all Dept.).



KONINKLYKE PAKETVAARI  
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and  
PENANG, on 19th July.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.  
English cuisine. Wireless telegraph.  
1st Class Fare to Singapore—£125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
Service to destinations in the Netherlands East Indies  
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. Year Building, CHATER ROAD.

## Shipping News

Daily Statement, Waterfront News,  
Vessels Expected, etc.

## YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS GOOD.

## HEAVY THROUGH FREIGHTS.

The general cargo returns for the period ending at 9 a.m. yesterday showed a general increase on the previous day for both local imports and through cargo. The through freights had a very good average of over 3,000 tons per vessel. British ships were best carriers of cargo for Hong Kong.

Seventeen arrivals and twenty-six departures were recorded, the latter indicating a general exodus of vessels laid up here during the typhoon.

Thirteen vessels discharged general merchandise for this port amounting to 10,983 tons, and six British ships discharged, 6,901 tons. The two best carriers were British ships. The s.s. *Cardigan* from Bangkok and *Kosikang* from London and Singapore. Through cargo carried by eleven vessels totalled 33,781 tons and four British ships contributed 6,525 tons. Six vessels had cargoes of over 4,000 tons while the two best carriers were Norwegian and Swedish ships. The s.s. *Thalatta* (Norwegian) from Oslo and Aden carried 7,250 tons, while the s.s. *Agra* (Swedish) from Dairen had 6,825 tons. The best British carrier was the s.s. *Cardigan* with 4,000 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	7
American	3	2
Swedish	1	0
Norwegian	1	4
German	2	1
Japanese	1	6
Chinese	2	4
Dutch	0	2
Total	17	26

## DAILY WATERFRONT NEWS.

## LAUNCH AND JUNK COLLISION.

## STATEMENTS FROM BOTH PARTIES.

[BY LONGSHOREMAN.]

A collision between a launch and a junk which was being towed by another launch occurred at Kap Sin Mun Pass, yesterday morning. Neither parties suffered any serious damage but the junk master claims that the damage to his junk exceeds \$30.

He said that at 3.50 a.m. yesterday morning he was being towed by another launch up to Canton. An hour later they were just clearing the fairway lights with the ship heading for Kap Sin Mun. He noticed the Steam launch *Tung Hing* on his Port bow about 500 feet away and crossing his bows. The towing launch sounded one blast but no reply was made by the other launch. The latter kept on until it hit his junk on the port bow about 7 feet from the stern, doing damage as stated.

The master of the steam launch *Tung Hing* said that he was heading for an American steamer which was in the midstream at the time.

He noticed that the other launch was about to cross in front of him and he altered his course to pass astern. He did not see the junk in tow until within 100 feet of it, and gave three blasts on his whistle and ordered the engines full speed astern. A collision was unavoidable and his launch just slightly grazed the junk.

He estimated that the length of the towed rope exceeded 90 fathoms and pointed out that this was against the regulations of the harbour.

The reports have been sent to the Harbour Master for his decision.

## Wrecked Junk Disappears?

A notification to Mariners has been issued by the Harbour Master to cancel the previous notification issued on the 7th instant relating to the wrecked junk which was reported to be upside down and dangerous to navigation.

The position of this wreckage was given as Lat. 21° 25' N., and Long. 113° 52' E.—South West Point bearing E. & N. (Mag.) distance 3 cables.

## Bad Weather Reported By S.S. "Telemachus."

The s.s. *Telemachus* arrived in port yesterday 48 hours behind her schedule time. The vessel sailed from Saigon on the 13th instant and although without any radio warning of the direction in which the typhoon was travelling, his sea-sense helped by a careful consideration of wind direction and barometer enabled to keep well clear of the centre of the storm. The vessel did not suffer any damage, but the sea was very rough.

## R.M.S. "Empress Of Asia" Arrives In Ballast.

The R.M.S. *Empress of Asia* arrived in port yesterday from Manila. Contrary to her usual practice she was at first moored to a buoy in the mid-stream and later went alongside at the Kowloon Wharf. Her entry sheet at the Harbour Office showed that she arrived from Manila with neither cargo for or beyond Hong Kong. She leaves for Canada to-day at noon.

The s.s. *Cardigan* from London and Singapore reports that she lost a blade of her propeller while in the Mediterranean. The vessel left London on 26th May, and Singapore on the 8th instant.

## Two Deaths At Sea.

The s.s. *Hong Hoo* (British) which arrived from Rangoon and Singapore reports the death of a passenger from phthisis on the 15th instant. The master also reports having experienced severe typhoon weather during the voyage from Singapore, which port she left on the 9th instant.

A death from consumption is reported by the s.s. *Shiu Chiu* which left Saigon on the 10th instant and arrived here yesterday. She carried 333 Asiatic deck passengers, and on arriving went to the Quarantine Anchorage.

## Asiatic Deck Passengers.

Six vessels brought 1,514 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

(Continued on next Column.)

## VESSELS EXPECTED.

## Australasian-Oriental Line.

Changchik, August 7th.  
Taiping, September 7th.

## Bank Line.

City of Evansville, July 20th.  
City of Kharoum, August 4th.  
City of Halifax, August 17th.  
City of Khios, September 1st.  
City of Lincoln, September 14th.  
City of Eastbourne, October 10th.

## Ben Line.

Bennahr, to-day.

## Blue Funnel Line.

Riczenor, July 30th.  
Achilles, July 31st.  
Parnassus, July 24th.  
Talthybius, July 24th.  
Thebes, July 24th.  
Dardanus, July 27th.  
Aeneas, July 30th.  
Bellerophon, August 6th.  
Hermes, August 6th.  
Glaukus, August 7th.  
Calepas, August 11th.  
Teucer, August 14th.  
Automedon, August 16th.  
Antiochus, August 20th.  
Philoctetes, August 21st.  
Elpenor, August 22nd.  
Sarpedon, August 23rd.  
Lycaon, August 24th.  
Tyndareus, September 1st.  
Orestes, August 31st.  
Menelaus, September 7th.  
Eurylochus, September 8th.  
Telamon, September 8th.  
Patroclus, September 30th.  
Proteus, September 25th.  
Menopos, September 25th.  
Diomedes, October 5th.  
Aias, October 9th.  
Adrastus, October 17th.  
Agamemnon, October 18th.  
Hector, November 15th.

## British-India and Apar Line.

Takliwa, July 21st.  
Tala, August 1st.  
Warfield, August 6th.  
Tilawa, August 15th.  
Takada, August 30th.  
Talambe, September 3rd.

## Canadian Pacific Line.

Empress of Canada, July 30th.

## Dollar Steamship Line.

President Lincoln, July 20th.  
President Garfield, July 28th.

## East Asiatic Co., Copenhagen.

Siam, July 20th.  
Java, July 28th.  
Danmark, August 31st.  
Chile, September 21st.  
Asia, October 15th.

## Eastern and Australian Lines.

Arafura, August 1st.  
Tanda, August 8th.  
St. Albans, September 3rd.

## Glen Line.

Glenogle, July 20th.  
Glenamoy, August 10th.  
Glenagarry, September 1st.

## S.S. "Lungshan's" New Officer.

Mr. T. W. Spence has been appointed second officer of the s.s. *Lungshan*, one of the four ships of the Hong Kong and Macao Steamboat Co. on the Canton run.

## Water Boat Trial Run.

A trial run was carried out yesterday of a new waterboat built by the Union Water Boat Company. It is understood that the new vessel was found to be satisfactory in every way.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

## UNITED KINGDOM &amp; CONTINENT

"CITY OF TOKIO" ... Harve, London, Rotterdam, Hamburg & Glasgow ... 24th July  
"CITY OF PEKIN" ... Harve, London, Rotterdam & Hamburg ... 24th August  
"CITY OF HALIFAX" ... London, Rotterdam & Hamburg ... 2nd September

## BOSTON, NEW YORK &amp; BALTIMORE

"CITY OF EVANSVILLE" ... via Suez Canal ... 7th August  
"CITY OF LINCOLN" ... via Suez Canal ... 5th October

ALSO AGENTS FOR

## ANDREW WEIR &amp; CO.

SERVICES TO

## BOSTON, NEW YORK &amp; HAVANA

"FORRESBANK" ... via Suez Canal ... 19th July  
"MYRTLEBANK" ... via Suez Canal ... 2nd September

## MAURITIUS &amp; SOUTH AFRICA

"TINHOW" ... 7th August  
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Rio, Port Amelia, Mozambique, Chinda, Inhambane, Zumbo, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Mafeking.

For Freight or Passage on any of the above lines apply—

Telephone Central 4791.

## THE BANK LINE, LTD.

## P. &amp; O., British India Apcar and Eastern &amp; Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN, GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND, QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PANINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	15,819	21st July, Noon	Bombay, Marseilles and London.
"NANKIN"	7,058	28th July	Mars., London, Antwerp & Hamburg.
"KASHMIR"	6,886	4th Aug.	Mars., London, Antwerp & Hamburg.
"KIDDERPORE"	5,334	10th Aug.	Bombay, Marseilles and London.
"RAJPUTANA"	15,558	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	15,558	1st Sept.	Mars., London, Antwerp & Hamburg.
"KALYAN"	9,144	18th Sept.	Mars., London, Antwerp & Hamburg.
"KANGAR"	9,005	25th Sept.	do.
"MOREA"	10,953	13th Oct.	do.
"KALWA"	9,135	17th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	Mars., London, Antwerp & Hamburg.
"LAHORE"	5,253	17th Nov.	do.
"KHYBER"	9,114	24th Nov.	do.
"KARNATA"	9,123	1st Dec.	do.
"MALWA"	10,948	8th Dec.	do.
"KASHMIR"	5,355	18th Dec.	do.
"NALDERA"	15,558	22nd Dec.	do.
"MANTUA"	10,948	5th Jan., 1929	do.

\* Cargo only.

† Calla Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

"TALMA" ... 10,000 ... 3rd Aug. ... Singapore, Penang & Calcutta.  
"TAKLIWA" ... 7,838 ... 18th Aug. ... do.  
"TILAWA" ... 10,005 ... 25th Sept. ... do.

R.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA" ... 5,000 ... 3rd Aug. ... Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.  
"TANDA" ... 6,856 ... 31st Aug. ... do.  
"ST. ALBANS" ... 4,500 ... 22nd Sept. ... do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hankow, Kobe, Yokohama, Osaka, Manila, Cebu, Singapore, Penang, Port Swettenham, and other ports en route as indicated.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

"RAJPUTANA"	15,558	20th July, D'light	Shanghai, Kobe & Yokohama.
"TAKLIWA"	7,938	23rd July, 6 a.m.	Amoy, Moji, Kobe, Osaka & Yokohama.
"TALAWA"	5,273	23rd July, Noon	Kobe.
"KALYAN"	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
"TANUWA"	6,956	7th Aug.	Shanghai, Moji & Kobe.
"WALFIELD"	10,953	8th Aug.	Amoy, Moji, Kobe & Osaka.
"TILAWA"	10,953	17th Aug.	Shanghai.
"NALDERA"	15,558	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
"KASHMIR"	5,355	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
"MOREA"	10,953	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
"LAHORE"	5,253	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
"KALWA"	9,135	29th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	5,000	9th Oct.	Shanghai, Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	13th Oct.	do.
"KARNATA"	9,123	20th Oct.	do.
"KEYBER"	9,114	27th Oct.	do.
"KASHMIR"	5,855	3rd Nov.	do.
"TANDA"	6,856	6th Nov.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,948	10th Nov.	Shanghai, Moji, Kobe & Yokohama.
"NALDERA"	15,558	24th Nov.	Shanghai, Kobe & Yokohama.
"MANTUA"	10,948	8th Dec.	Shanghai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	do.
"MOREA"	10,953	5th Jan., 1929	do.
"KASHMIR"	5,005	19th Jan., "	do.
"MACEDONIA"	11,120	2nd Feb., "	do.
"KARNATA"	9,123	16th Feb., "	do.
"MALWA"	10,948	2nd Mar., "	do.
"NALDERA"	15,558	16th Mar., "	do.



